

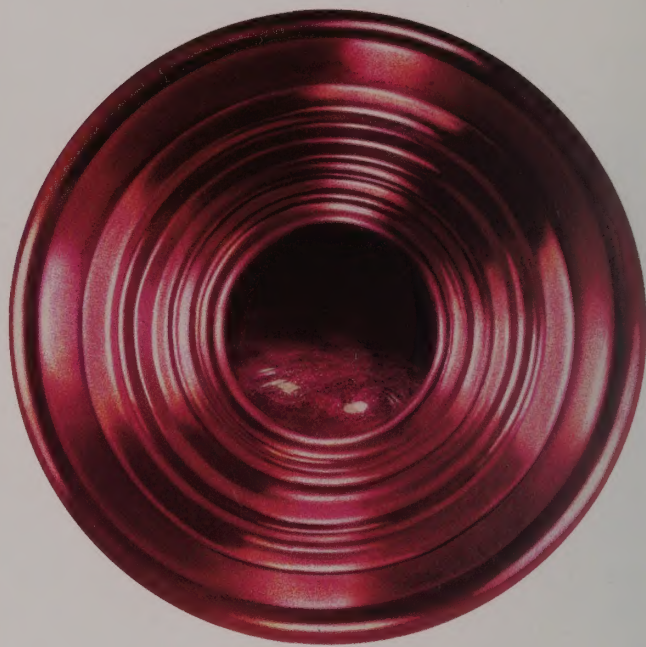
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Special Anniversary Issue

July 1960 / 2000



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1960-2000



Photo by Ron Ziel



Photo by Tom Ratcliffe

The staff of *Dan's Papers* photographed in front of the *Dan's Papers* building in 1977.
The staff of *Dan's Papers* photographed in front of the *Dan's Papers* building on July 10, 2000.



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Dan's Papers 40TH ANNIVERSARY

MILESTONES

1960 Publication of *The Montauk Pioneer*, the first *Dan's Paper*, and the first free resort newspaper in America.
1960 John F. Kennedy elected President, replacing Eisenhower
1962 Cuban Missile Crisis
1966 First *Dan's Papers* in East Hampton
1967 First *Dan's Papers* in Southampton and Westhampton Beach
1968 First *Dan's Papers* on the North Fork
1969 Woodstock
1969 First annual participation in Artists-Writers Game
1969 Man lands on the Moon
1971 First *Dan's Map*
1972 Watertown
1974 Nixon Resigns
1975 First annual "How Far Do *Dan's Papers* Travel?" contest

1978 First annual *Dan's Papers* Potatohampton Minithon
1978 First annual *Dan's Papers* Kite Fly
1981 Global Warming Detected
1986 First *Dan Rattiner* radio show in Manhattan (WNCN)
1988 *Dan's Papers* becomes part of News Communications
1991 Gulf War
1991 The collapse of the Soviet Union
1992 Global Warming confirmed
1994 Publication of *Dan Rattiner's Who's Here*
1994 First *Dan Rattiner* radio show on Manhattan's WQXR
1997 Publication of *Dan Rattiner's book Dan's Shorts*
2000 Largest *Dan's Papers* in history published June 30, 2000
2000 Fortieth Anniversary Celebration

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Who We Are At Dan's

Publisher & Editor in Chief: Dan Rattiner

Assistant to the Publisher: Kasia Calzonetti

Faculty Advisor: Elaine K.G. Benson

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Operations Manager: Kathy Rae

Web Master: Steve Braverman

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Front Office/Marketing: Denise Dardaine

Distribution Manager: Thomas Swinimer

Event and Special Project Coordinator: Linda Shapiro

VISIT DAN'S ONLINE!

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E-MAIL DAN'S PAPERS:

artdir@danspapers.com

bookkeeping@danspapers.com

cimisi@danspapers.com

classified@danspapers.com

display@danspapers.com

editorial@danspapers.com

shoptil@hamptons.com

Managing Editor, Production Manager: Jill Robins

Executive Editor: Jerry Cimisi

Associate Editors: Jenna Robbins, Allison Wiley

Fashion Editor: Maria Tennariello

Contributing Writers: Janet Berg, Steve Braverman, Christine Carroll, Jerry Cimisi, Janna Cord, Sally Flynn, Guy-Jean de Fraumeni, Bob Gelber, Joseph Gergela, Pamela Gibson, Kimberly Goff, Steve Haweeli, Ed Koch, Silvia Lehrer, Ingrid Lemme, Karen Lund, Crow and Elizabeth Miller, Lorraine Paige, Betty Paraskevas, Jenna Robbins, Jan Silver, Rachel Sokol, Maria Tennariello, Marion Wolberg Weiss, Allison Wiley, Joan Zandell

Interim Art Director: Carolyn Brown-Boekmann

Classified Designer: Leslie Steiger

Graphic Designers: Kristen Bartoldus, Jessica Brill, Barbara Maitan,

Alexander Miller, Don Sherry

Contributing Artists: David Chamey, Andrea Fells, Kimberly Goff, Barry Gordin, Katlean deMonchy, Eleanor Allen Leaver, Michael Paraskevas,

Ginger Propper, Kathy Rae

Front cover co-curators, Dan Rattiner and Cathie Squires assisted by graphic designer Stefanie Baloghy

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MAIN OFFICE:

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(631) 537-0500 • General Fax (631) 537-3330

Display Sales Fax (631) 537-6374 • Classified Fax (631) 537-1887

DAN'S PAPERS audited

C.P.V.S.

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President: Dan Rattiner

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“Here’s to 40 Years of Dan!”

A new (hit?) song by Melissa Levis

Introduction

On June 10th of this year, Dan Rattiner became the first recipient of the prestigious PONY award.

PONY stands for *Pride Of New York*. The award was recently created to honor those who’ve made their fellow New Yorkers proud. It is to be presented each year at a fabulous Hamptons party, and no one on the East End deserved to receive the very first one more than Dan Rattiner.

In case you missed it, the award gala was held at the magnificent Riggio estate in Bridgehampton, with all proceeds going to the Maryhaven Center of Hope for the developmentally disabled, one of Dan’s favorite charities.

During the festive presentation, musician Melissa Levis sang the following song which illustrates, with wit and whimsy, what Dan has meant to so many of us.

So, Dan, here’s your song. Hey, if Tony Bennett left his heart you-know-where...if Frank Sinatra always did it “My Way”...and if Bob Hope thanked us for the memories...well, then, *you* should have a theme song, too. So here it is, Dan. And thank *you* for the memories of a fabulous event, for being such a good sport and for setting the standard as the first recipient of the Annual PONY Award.

Here’s to 40 Years of Dan!

We’re here to honor Maryhaven
And our favorite publishing maven
The man in the hat with the laid-back demeanor
None other than our Dan Rattiner!

Chorus:

The Hampton’s horse set is very tony
But only Dan has a Maryhaven PONY!
The Hamptons wouldn’t be the same without this man
Here’s to forty years of Dan!

He was studying at Harvard for an architect’s career
Till Dan launched *The Montauk Pioneer*
Door to door he sold his ads in those early stages
Now *Dan’s Paper* exceeds 200 pages!

For ‘South of the Highway’ and writing that’s droll
For quirky small town stories and ‘Junior Kroll’
Like a cone at Candy Kitchen or a farm stand peach,
Dan’s is the Hamptons as much as the beach!

The potato fields have sprouted mansions
The traffic’s become insane.
Seinfeld’s here — with all these expansions —
Only *Dan’s Papers* stays the same!

He saved the Montauk Lighthouse. He’s a household name
He umpires every Artist Writer softball game.
He wrote 11 books, he had a Mogul’s rock star career
He’s interviewed practically everyone “Who’s Here!”

Dan says writing is better than sex is.
(Maybe that’s why he has three exes!)
Now he found Cathie, the perfect woman to adore
Here’s to *Dan’s Papers*, and forty years more!

Chorus:

The Hampton’s horse set is very tony
But only Dan has a Maryhaven PONY!
The Hamptons wouldn’t be the same without this man
Here’s to forty years of Dan!

NOTE: Hear Dan singing with “Melissa & The Moguls” on their send-up celebration CD, “*Ooh La La Hamptons!*” sold exclusively at Bookhampton now!

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1960

A 3,000 Pound Shark

The first edition of Dan's Papers appeared on July 1, 1960. Five thousand copies were printed, it was circulated in Montauk, New York and the expectation was that a new edition would come out every other week, for ten weeks. At the time, I was twenty years old and had just completed my Sophomore year at the University of Rochester. Dwight D. Eisenhower was president, the Hamptons was just some sleepy little farm villages you went through to get to the resort of Montauk and publishing was done by writing on typewriter and then having a printer use wooden blocks and molten lead to fashion the pages of a newspaper or magazine. It was a system that had been used virtually unchanged for almost a thousand years.

Here is an article from that first edition about Montauk boat captain Frank Mundus catching a 3,000 pound shark and towing it into Montauk Harbor to be hauled up on a winch, onto the dock at Gosman's. -DR

What probably was the biggest fish ever landed in Montauk was taken early this June by Frank Mundus on his Crickett II. Weighing in the neighborhood of three thousand pounds, the white shark, caught six miles off Amagansett, had been tamed with four harpoons early in the afternoon. Mundus brought the fish in live, and with the help of a big crane, hoisted it ashore by Gosman's Dock. They left it overnight so it would be safer to dispose of.

Although it was after sundown when I first heard about the catch, I decided to drive down to Gosman's to see it for myself.

The fish was not hard to find in the dark. It was eight feet in girth and about sixteen feet long.

The shine had dried to a dull gray, but the mouth, open to show the razor teeth, reminded me of the potency of the animal. Huge gill slits that could have cooled an engine hung limp behind the eyes, and the whole animal gave the impression of a deadly submarine.

Most of the fish was sent to New York to be used as fish steak. The tail remains today lashed to a piling down at Gosman's, and Captain Mundus himself stuffed the jaw.

White sharks, generally found in Australian waters, are unusual even six miles off Montauk. The largest one ever taken on rod and reel weighed 2,664 pounds. It was landed just last year in South Australia.

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1964

Dunlap's Cove

Mr. Gilmartin told me this story in his insurance office, then located on the circle in Montauk. —DR

All my life I have been under the impression that a piece of undiscovered world was named by a majestic looking man facing a bare stretch of sunset saying (with a broad sweep of his arm) "I name thee Blossombingle Cove." Something like that anyway. One look at our map on page 5 will assure you that Montauk has had a large share of men with sweeping arms.

In any case, this image of mine received a sudden shock a few days ago, when Richard Gilmartin, former superintendent of East Hamp-

ton Township, told me the story about the naming of a place called "Dunlap's Cove." It bears repeating.

It seems that about twenty years ago, the map of Montauk used today was originally pieced together. The map was not drawn up in the state capital, or even the county seat, but at the bar of the Shagwong Tavern right here in town. Present were Mr. Gilmartin and Mr. Frank Tuma, then the owner of the tavern. Between them they were adding names here and there on the existing Coast Guard map—names that had been used as long as anybody could remem-

ber.

As they were just finishing up, Mr. Tuma noticed that there was a rather empty looking space between Dead Man's Cove and Kennedy's. The space seemed to throw the whole map out of kilter. As they were discussing this problem, and other of the local residents, Mr. Harold Dunlap, came into the bar. The pair spotted him and Mr. Tuma suddenly got an idea. "Dunlap," he said, "how would you like to become immortal?" A round of scotch and sodas later, not so surprisingly on Mr. Dunlap, and the map was completed.

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WE'LL NEVER BE TOO OLD TO
RAISE MONEY FOR A GOOD CAUSE!

BEST WISHES ALWAYS TO MY TRUE FRIEND, DAN



LINDA SHAPIRO

1967 Lighthouse To Be Dynamited

After graduating the University of Rochester with a degree in English, I did graduate work at Harvard and then settled on the East End to establish newspapers in all the other towns of the Hamptons. Montauk continued to be the main focus of tourist activity however, and of course the Montauk Lighthouse was an icon to rival the Empire State Building or the Statue of Liberty.

In 1967, doing an article on erosion at the Lighthouse, I stumbled upon an order by the Coast Guard Admiral to abandon Montauk Lighthouse and to replace it with a steel tower further inland. The following three articles describe this discovery, the demonstration to get the Coast Guard to rescind its order and after that was done, the ceremony on Governor's Island, the headquarters of the Coast Guard, where an award was given to Georgina Reid for erosion control work and to myself for pointing out the difficulties and effectively getting the Coast Guard to make the commitment to save it. I still have this award.

—DR

The United States Coast Guard, which runs the Montauk Lighthouse, is showing considerable concern about the future of the Montauk Light. The cliffs on which the lighthouse stand are slowly being eroded away by wind and rain, and though the lighthouse was originally built 297 feet from the shore, a safe distance it was thought at the time, it is today only 57 feet from the cliff's edge in some directions.

Once a month, the crew of the Montauk lighthouse goes out between the lighthouse structure and the cliff's edge to measure the remaining distance. They measure on the compass to the Northeast due East and Southeast, the three sides on which the erosion is working, and submit the measurement to the regional Coast Guard Headquarters on Governor's Island, New York.

"The three measurements we take each month give us a fair indication of the erosion," says Chief Officer Kenneth Borrego at the Light, "but of course they don't tell the whole story. The erosion is from everywhere, not just the three points, and though these points might hold their own for years, the erosion is surely continuing in other areas. There is an old pipe sticking out of the cliff part of the way down and you can see that in the last six months it has become more and more exposed. There are two fan fences that we erected several years ago to protect people from the cliff's edges and the erosion is slowly working out the foundations from under them. Last week the first of the two collapsed over the edge, and I expect the second will go soon."

In recent years, the Coast Guard has tried several measures to stop the erosion. They built a large rock reef at the base of the cliff on the Southeast where the danger was greatest in the hopes that this would help. And in fact it has helped in breaking up the surf that pounds the Southeast corner, and it has helped the fishermen who use the rocks as a surfcasting stand, but it has done very little for the erosion. The main cause of the erosion is the not the surf but the wind and rain, which constantly tear at the cliff wall, periodically sending chunks of the wall down to the beach below.

This winter, when the Parks Department began building a new parking lot at the Point (which is now open), the Coast Guard requisitioned large

quantities of fill from the Parks' operation and dumped the fill over the Southeast corner in an attempt to replace the cliff wall. The new fill immediately improved the measurement on the Southeast from a frighteningly close 48 feet back to 66 feet, but since the fill was fresh and loose, a considerable part of it has washed away. The



measurement for June, 1967 on the Southeast corner was back to 57 feet.

Can the erosion be stopped or will the Montauk Lighthouse collapse into the sea?

It is considered opinion of many people at the Coast Guard, however, that the eventual solution will be to dynamite the current lighthouse when it becomes endangered, just as the Shinnecock Light was dynamited, and then to build a tall steel light tower back from the cliff's edge up by the road, with a light and horn on it run by remote control from the Star Island Coast Guard Station six miles away.

It may just be coincidence, but just weeks ago, a proposal was made to the Coast Guard Com-


mander on Governor's Island, and approved by him, for the "de-manning" of the Montauk Light. The order has yet to be given, in fact, the Chief Officer at the Lighthouse didn't even know about it, but when the order does come through, which should be within the year, all personnel will be removed from Montauk Light and the current mechanisms of the light, the horn and the radio, will be run by remote control from the Star Island Coast Guard Station!

According to the proposal, the single present light will be replaced by a new double light device, so that when one of the lights burns out, the second will automatically be turned on and at the same time, an alarm will sound at the Coast Guard Station on Star Island so that a man can be dispatched to the Lighthouse to replace the burned out light. At present, the single light at the Lighthouse burns out about every 70 days and there is a period of about fifteen minutes when the lighthouse is entirely dark before the burned out bulb is replaced by hand.

Other features of the approved proposal are an automatic fog warning system, a kind of seeing eye device that will automatically switch on the fog horn when the device senses the presence of fog around the Point.

With these modern systems, it will be possible to "de-man" the Lighthouse as the Coast Guard puts it, so that the entire Montauk Point will be run by remote control. There was no mention of the possibility of hiring a local Montauker to take a drive on up to the Point once a week to make sure nothing has blown up, but your editor thought it might be a nice gesture.

In any case, by this time next year, the Montauk Light might be operating entirely by remote control, and the step from there to a tall steel tower is not a very long one.



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Congratulations to Dan on 40 years
of Dan's Papers

Peter Kalikow

August 1967 The Light-In

The blaze was fantastic. Visible at the lighthouse, visible to the boats at sea. The two thousand pinpricks of light formed a vast dull glow in the growing patches of fog, sending up steaming columns of smoke from the incense, the sparklers and the flares. Flashlights and spotlights, after first shining directly at the lighthouse, were turned to the sky, streaks of light that spontaneously met at a point about two hundred feet in the air. A true teepee of light.

Two hundred yards away, the lighthouse, hooting and grunting in the fog, sent its more powerful 100,000 watt beam alternately at the Light-In and on out to sea. There were fog banks, visible and swirling in the glow, adding a science fiction dimension to the scene that a clear night would not.

The St. James Drum and Bugle Corps struck up a song, "September In The Rain." Then the color guard marched back and forth in the small surface available to them in the crowd. And their twirler performed with a baton of fire, throwing it high into the teepee of light, twirling it behind silver spangled uniform. They played well, loud and it all seemed appropriate. Or anyway patriotic. Or camp, depending on your orientation.

At nine fifteen, Jim McWilliam a professor at Southampton College arrived with his electric suit. He had planned to light himself up and had been billed as the Electric Body. Sam Joyce of Montauk was there with a 2500-watt generator waiting for McWilliams to plug himself in, but McWilliams, who had been waiting until the last minute, decided that things might be too dangerous. 2500 watts could make a considerable electrocution.

At nine twenty, the police stationed a car blocking the entrance. No further people would be allowed in. Brief arguments ensued at the entrance. "But we drove all the way..."

The committee assembled at the exit, to pick up the mimeographed sheets that had been handed out on the way in. People had been asked to fill out their names and addresses, and to pledge any amount of money for the committee to continue the fight to save the landmark.

At nine twenty-five, the St. James Drum and Bugle Corps marched from the upper parking lot down and back toward their bus in the back, sort of pied piper fashion. There was considerable applause. And at nine thirty, the committee canon was fired for the second time, this time without a problem, and the Light-In was officially over.

Lights were extinguished, one by one, the heavy layer of smoke, incense and sulphur, that hung low over the event, slowly dissipated into the thickening fog. Cars started and participants filed out.

Up on the Lighthouse grounds, just adjacent to lighthouse itself, four, five a half dozen small flashlight beams could be seen flickering on toward the parking lot. At first it was thought that some participants had gotten to the lighthouse. But then it was remembered that the Coast Guard's gates were locked and secured below. It was the Coastguardsmen, signaling the participants of the Light-In, signaling their cooperation and approval as a response, after the original Light-In had officially ended.

The cars filed out, handing forms back to the committee as they passed the exit gate. The lots were nearly empty; the police questioned the remaining people.

"No, I'm a FISHERMAN. I'm FISHING here tonight. What's going ON?"

"I've lost my keys." A single man, wielding a flashlight was bent over, combing through the grass adjacent to the parking lot. "I took out a handkerchief and they fell out somewhere. Somewhere." The flashlight flickered back and forth over the ground, the first practical use anyone had made of the light all evening.

Later the committee car parked, canon still mounted on the hood, in front of John's Drive-In so that everyone involved could get some badly needed coffee. Members sat in the cars going through the questionnaires, sorting them, shouting excitedly occasionally. Participants had come from as far away as Maryland. They had come from Massachusetts, Connecticut, Pennsylvania, New Jersey, Washington D.C., upstate New York. About half were from New York City or the metropolitan

area, about one third from Hamptons and Montauk (evenly divided).

Someone asked Ron Torr, the owner of John's Drive-In, about all the steer horns mounted on one wall of the place.

"Actually," said Ronnie, "When I originally went into business here in Montauk, I was a karate expert. I wanted to teach karate. But business was slow and I decided that to perk things up, I should kill something to show everybody how karate works. Well, we got all theses steers, see, and we had them here in Montauk down at the far end of the highway, and we had them come charging at me. They came at me and I came at them. CHOP! I hit one on top of the head and his horns popped right off and he fell dead. CHOP! I hit another. CHOP! And another and another. CHOP! CHOP! CHOP! Pretty soon, we had this big pile of longhorn steer horns, and all those dead steers. So that's when we decided to open up a Drive-In so we could dispose of all the meat. And that's why the horns are mounted up on the wall. Incidentally, how was the Light-In with all this bad weather?"

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1972 The Coast Guard Offers Congratulations

For the last six years, two Long Islanders have spearheaded a drive to save the Montauk Lighthouse. The battle has been with the United States Coast Guard, which, at first, threatened to abandon the beautiful old structure all together, and later, became oblivious to the massive erosion problems facing the cliff in front of the Lighthouse. Needless to say, these two Long Islanders were quite amazed recently when the Coast Guard called them to their headquarters on Governor's Island in New York Harbor, to present each of them with a handsome Coast Guard certificate for their efforts.

"That's what happens when you fight the Coast Guard," Dan Rattiner, one of the recipients said.

"I guess it is," said Giorgina Reid, the other, when they met on the Governor's Island side of the Battery Ferry.

Indeed the Coast Guard's treatment of the two public spirited citizens was hard to flaw. The ceremony was accomplished, in the offices of Commander Robert J. Goode, who made the presentation in the absence of Rear Admiral B.F. Engel. Rear Admiral Engel was forced to beg off making the presentation because it could not be done on time before he had an important luncheon appointment. The delay resulted when Mr. Rattiner and his party were detained at the Battery Ferry by a Coast Guard MP after Mr. Rattiner could not find his automobile registration - a necessity in crossing the Battery to the Island in the Battery Ferry.

Commander Goode spoke briefly before a large crowd of Coast Guardsmen, newsmen and photographers, explaining why the awards were being made to each of the recipients, Mrs. Reid, he explained was receiving a CERTIFICATE OF MERIT for her work in actually constructing a series of terraces on the cliff faces along the East Coast. The Commander

explained that for nearly two years, Mrs. Reid and her crew of volunteers had terraced nearly the entire southeast face of the Lighthouse cliff, where

accomplished over this past winter. For her efforts, Mrs. Reid was presented with a CERTIFICATE OF MERIT, complete with signature, seal and authorization.

A slightly different certificate was presented to Mr. Rattiner, the publisher of this newspaper. Mr. Rattiner's document read CERTIFICATE OF APPRECIATION, and as Commander Goode explained, it was only through the publicity given the problem by this local newspaper, that the Coast Guard's eyes were opened to the problems at the Lighthouse. Mr. Goode recalled a meeting he had with Mr. Rattiner at the Ambrosia Café in Montauk, directly after a public demonstration at Montauk Point sponsored by the newspaper, which drew several thousand people. He said that in the past he had found local newspapers to not be too kind to the Coast Guard, and for that reason he thought Mr. Rattiner might have a tail and horns, but after meeting with the man, and reading what he had written, he could only conclude that the arguments presented in the paper were both correct and reasonable, and that something ought to be done about them.

At the presentation ceremony, Mrs. Reid was quite moved and weepy, while Mr. Rattiner seemed stunned into a perpetual grin. Both were virtually speechless.

After the ceremony, the two recipients were treated to a luncheon in the Officers Club of sauerbraten and apple pie, and then were given a tour of the Island, which is quite large and beautifully laid out with handsome Georgian structures, much like a college campus. The presentation was over and done with by about three in the afternoon, and crossing back to the mainland of Manhattan aboard the ferry, Mr. Rattiner and Mrs. Reid smiled at each other and vowed that with enemies like the Coast Guard, you wouldn't need friends.




the erosion was at its worst, and had succeeded in impressing the Coast Guard to such a great extent that the Coast Guard authorized construction of a similar terracing on the northeast face.

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1976

A Shark Warning

In 1974 Peter Benchley wrote the book *Jaws* set in a town in the Hamptons. The following year, with the location changed to resemble Martha's Vineyard, Steven Spielberg directed his first major motion picture starring Roy Scheider, Richard Dreyfus and a giant mechanical, angry, man eating shark. Advanced publicity for this movie based on this best selling novel, was enormous and the premier was held at the East Hampton Cinema. Here's the front page story of the edition of *Dan's Papers* that appeared before that premier. It was a letter from the Chief of Police.

-DR

June 20, 1975

To the Editor of *Dan's Papers*:

With the movie *JAWS* now playing at the East Hampton Cinema, I think it would be a good idea, at this time, to allay the fears of some of your readers that a big, man-eating shark might eat them up during this summer.

As you know, the movie is about just such a man-eating shark and it describes how half a dozen people lost their lives as they swam around in the ocean just off our shores. The movie further describes how we government officials are unable to cope with this shark, and it alleges that we cover up every incident in which a tourist is eaten up by a fish.

All of these allegations are false in every respect. For one thing, the number of people eaten by the man-eating shark is nowhere near a half dozen a day as shown in the movie. Through careful feeding of the man-eater, we have now reduced the number of people lost to the shark in any given day to just one, or at the most, two. And for this, I might add, we owe a vote of thanks to every member of this police force, including both the present membership and those deceased members of the force, may they rest in peace, who gave their lives so that others may swim. Our force, during the last month or two, has worked night and day continuously feeding the shark raw meat so that he is constantly well-fed, and not in a serious mood to eat swimmers. This feeding, conducted by helicopter, has been made possible by the generosity of virtually all of our local meat markets, who have sacrificed thousands and thousands of pounds of raw meat that they might otherwise have sold at a profit to the general public. It is this sort of unselfish generosity which makes America the great nation that it is today.

With the arrival of the summer tourists, we are hopeful that the amount of meat donated for the feeding of the shark might double or even triple, so that even less than one tourist a day might be eaten by the man-eating shark.

To this end, I would ask your readers to please join in this raw meat drive, just as your readership responded so generously during World War II with contributions of tin, rubber and bacon fat. Anyone with leftover meat at the dinner table, or with

uncooked meat (preferably), is asked to pack it up and bring it down to the police station in Bridgehampton between the hours of nine and five for collection. The man-eating shark has shown a distinct preference for lamb chops and spare ribs, if that should make any difference.

One final note. Due to the great help of the marine biologist Alfred Silverton, we have been able to train the man-eating shark to eat his meals in different places at different times. On Mondays, Wednesdays and Fridays, he is fed in the ocean, off Main Beach, in the center of town. But on Tuesdays, Thursdays and Saturdays, the shark has been trained to take his meals over in the shallow water of Peconic Bay. On these days of Tuesdays, Thursdays and Saturdays, it is absolutely safe to swim in the ocean, since we can positively assure you that the shark is in the bay. On Sundays, incidentally, the shark naps.

We would like your readership to take note of the following silhouette of the shark:

There are many large sharks swimming around in the ocean, and although other sharks might come up and gnaw playfully on your arm or something, this particular shark is the only one

which will actually eat you all up.

As times goes by, Dr. Silverton assures me that he is more and more able to teach the man-eating shark tricks, thus heading him down the path toward domestication. Already, Dr. Silverton reports, the man-eater will come when he is called, sit, stay, and clap his fins playfully after each meal.

Tourists in the Hamptons should be assured that with the increased meat drive, we can cause the shark to give up eating swimmers altogether. And, in the event that the meat drive does not live up to standards, and there simply is not enough meat available, your reader-

ship should know this police department, every one of us, has taken a vow of personal sacrifice.

We here at the police department are determined to make every tourist's summer vacation a happy and enjoyable one, no matter who has to get eaten in the process.

Sincerely,
Martin Brody
Chief of Police
Bridgehampton









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1980

elaine k.g. benson, her column

For more than thirty-five years, the late Elaine Benson, the art gallery owner, wrote a column for *Dan's Papers*. I paid her an amount equal to whatever it was that she paid her cleaning lady. When the cleaning lady got a raise, so did Elaine. Here is a column she wrote reviewing an article about the twentieth anniversary of *Dan's Papers* in 1980.

-DR

Reading the 20th Anniversary issue of *Dan's Papers* was, for me, flipping through the pages of a family album. There were a few missing snapshots I seem to remember.

For example, there was the "Save the Bullshead Inn," movement in the late 60's, largely spear-headed by Dan's clever tactics. (To call it a movement is a bit inflated. There were about 6 of us, as I remember, mimeographing press releases as our major activity.) The former Inn-Restaurant at the crossroad of Montauk Highway and Ocean Road in Bridgehampton, had been sold by then owner Frances Carpenter and was about to be leveled to be replaced by what was described as a "Beautiful colonial gas station," making it the third gas station of the four corners that surround the monument that marks the cross-section in the heart of our village. Wily Dan, who had spent a bit of time at the Harvard School of Architecture, was instrumental in having the structure declared an historical landmark, which slowed down the demolition proceedings neatly. Then he launched a campaign to "send back your gasoline credit card" of the company that was planning to build the nice colonial station. It worked! This effort was so successful company officials asked to meet with Dan.

He agreed to do so, but only on his terms and

on his turf. The historic meeting was held in Dan's city crash pad, a Greenwich Village fifth floor walk up. The corporate guys walked up, then backed down.

I wish I had a snapshot of that. Dan undoubtedly in jeans wearing one of the early slogan tee-shirts meeting the grey-flannel diplomat case set. It must have been hard for the latter to cope with a game plan when the opponent invented his own rules!

In my other flashback recollections of these two decades are Dan, lean, dark-haired and intense, with a series of women, ultimately children, then women again, in his life. All of whom crossed the neighborly path.

Another not mentioned highlight of mine was

my own son Neal's summer job at *Dan's Papers*. Neal is thirty, and married now, an associate editor at *Financial World Magazine*, about to go back to school for an MBA, on a fellowship at Columbia. But that year, as a reporter, he tried to enter the "Miss Southampton Contest," and failed. His effort resulted in a wildly funny article that some of us still remember.

Neal was one of what must be by now a hundred or so young people who started their newspaper careers at *Dan's Papers*.

And I am one of several who are, probably ending theirs at the same place. After fifteen years of writing for *Dan's Papers*, I consider myself lucky to have half my wits about me.

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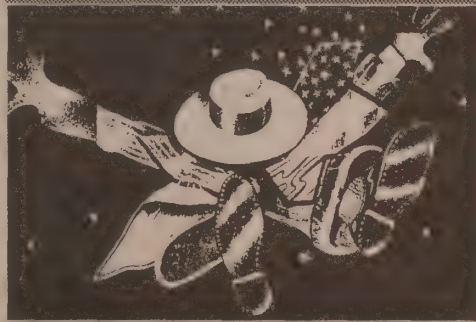
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October 1990 Little Known Winter Holidays

Dan's Papers has published many spoofs over the years, but none was more remarkable than the Flight to Portugal. The first mention of it appears in the Columbus Day edition of 1990. Not many visitors came to the Hamptons in the winter time back then. I thought I should mention all of the interesting weekend long festivals that took place in January and February every year, urging people to come out to attend them. All of these were made up, of course.

—DR

THERE'S PLENTY OF REASON TO BE IN THE HAMPTONS JANUARY AND FEBRUARY

By Dan Rattiner

There is Columbus Day weekend, Thanksgiving, Christmas and New Year's. On each of these weekends, the eastern end of Long Island is warm with visitors from the city. Living rooms crackle with the sound of wood fires. Fishermen and sightseers in four-wheel drives stalk the beaches. Shoppers busy themselves at farm stands and chic shops.

But what about that long cold stretch in January and February? The Hamptons Council, meeting to discuss the issue last week, has requested that in as much as this edition of *Dan's Papers* is being distributed in Manhattan, we point out to the city dwellers the many interesting holidays and weekends take place in these parts during January and February. Don't just stop coming out to the Hamptons after New Year's. Come enjoy all winter long!

THE REAL ESTATE EQUINOX

Everyone knows that the real estate market is down and the prices are falling. However, the bottom is now in sight and the actual hitting of the bottom is being celebrated in real estate offices throughout the Hamptons on Sunday, January 6. From this day forward, prices will be rising again. Brokers are urging prospective buyers to stop in and look over the many bargains that are available on this day because whatever it is, if it is purchased and then sold even one day later, it will be sold at a profit because prices are again going up. Champagne and cookies will be served at select brokerage houses, and the public is welcome to join in the festivities from noon to the wee hours of the morning. It is expected there will be much backslapping, singing of songs — **PACK UP YOUR TROUBLES** is a favorite — and there should be lots of friends and relatives around to celebrate this turning upwards of the market.

THE HOUSES FROM THE OUTSIDE HOUSE TOUR

During the summertime, there are numerous house tours scheduled at which time well known residents open their homes, usually quite spectacular homes, to the public. It is always fun to see these homes and get ideas for making your own more attractive. Usually there are about six houses on a house tour because with all the walking through the houses on the different floors, looking at the bedrooms and bathrooms and media rooms and in the closets, this is about all you can get through in a day.

On Saturday, January 12, however, the North Hampton Ladies Club is sponsoring a house tour that will involve over forty houses. You'll be able to get to see all forty this day because all forty, big and handsome as they are, are all closed up

for the winter.

You can trudge around in the snow at these houses, and you certainly are welcome to peer through the windows. There's lots to see inside. There is the McGillicuddy House right there on the beach where they built a three level pool with two waterfalls (all shut down in the winter of course) and there is the Watson place with six tennis courts and don't worry about scuffing up the Hartru because they'll be rolling it again before they play and that won't be for about four more months.

One interesting part of this tour is a visit to the Pollock Marina to see the boat slip where the huge one hundred foot houseboat owned by Quentin Farrell, the hot cereal mogul, is docked in the summertime. The boat is not there this time of year of course.

THE EEL FESTIVAL

Come to the EEL Festival in Hampton Harbor on Saturday and Sunday, January 19 and 20. Saturday afternoon there is the women's jump rope contest where the jump rope is a live eel and Saturday night there are eel burgers and eel pie a la mode and it is all you can eat for ten dollars at the firehouse.

The most fun on Eel Festival weekend takes place Sunday afternoon when prizes are given to the person who can stand it the longest having an eel down his back. There is also an eel throwing contest and eel recipe contest where the judges are editors from national food magazines. "The Eel Anthem" by the Hampton Harbor High School Band, always a stirring event that brings tears to your eyes and shocks to your fingers.

FLIGHT TO PORTUGAL

All day Saturday, January 26, you can enjoy the exciting event known as the "Flight to Portugal." A wooden ski jump is erected at the top of the cliff at the Montauk Lighthouse, and hundreds of our local young men, in a display of courage and derring do, drive old automobiles off it and into the sea a hundred feet below.

The idea is to see who can drive off the ramp the farthest, thereby getting the closest to Portugal, which is, after all, just over the horizon. Some contestants take running starts from a half-mile away. Others peel out from just at the bottom of the ramp.

This is the third year this event has taken place. The cars, many of them from the police impound areas, are gaily painted. It is not beyond anybody to take a bet or two. And the roar of the engines, and the warwhoop of the drivers as they head up the ramp and arch into the sea is something to behold.

It is good to be able to report that in the first two years no one has ever been injured in the "Flight to Portugal." The U.S. Coast Guard is on hand with both rescue boats and helicopters and another rescue crew is there from the Rescue Service in Westhampton and there are police everywhere.

No cash prize is offered to the winner, but at the end of the event, after he has been fished out of the sea and returned to the launch point, he is presented with a crown of laurel wreaths and is carried about for a while on the shoulders of

his compatriots.

If you want to drive off yourself — if you are angry at your automobile for example — you must register three weeks in advance. To attend the event, just drive out to the Lighthouse anytime before 11a.m. that Saturday. Be sure you don't drive up any ramp at the end.

THE WORKMEN'S AND SERVICE PEOPLE'S WEEKEND

The Workmen's and Service People's Weekend occurs on Saturday and Sunday, February 2 and 3, and is certainly one of the most popular weekends of the year, and the crowds of second home owners really come out from Manhattan for the weekend for this one.

On Workmen's and Service People's Weekend, all the plumbers and electricians and swimming pool people actually come to the homes when they say they will, and they complete their jobs and they do them in such a way so that whatever has been broken has been completely fixed.

During the week prior to the Workmen's and Service People's Weekend, the area is aswarm with delivery trucks as all the various parts needed for the repairs that usually take months to get are delivered to the workmen's homes so they actually have them on hand when they do the repairs.

Most people who celebrate this weekend do so by calling a week ahead from Manhattan to tell the workmen what needs to be fixed. It is a wonderful time this weekend, and even if you don't own a home or if you do but you don't have anything that needs to be fixed, you ought to come out just to see the happy faces and all the whooping and hollering by everybody as they drive up and down Main Street all day.

THE LEFT TURN AUTO RALLY

Only one hundred cars are permitted to participate in the Left Turn Auto Rally, and I am told they select them by lottery and that over a thousand cars are turned away annually for lack of room, but you can still see the event on any street corner on the Montauk Highway from Westhampton Beach to Montauk Point on Sunday, February 10.

The drivers each pay a fee of \$100 to participate in the event- the fee goes to a fund used to finance the Montauk Highway Bypass lobby in Albany- and they begin at the Trolly Barn in Eastport at nine in the morning and proceed to take sideroads

(Continued on next page)

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Winter Holidays (Continued from previous page)

to the Montauk Highway. They make every single left turn there is onto the Montauk Highway between Westhampton and Montauk, working in a great zigzag that sometimes backs up on itself. The job takes all day to complete and hot cider and donuts are waiting for the participants in the parking lot at the Montauk Lighthouse.

This event was begun five years ago by Alex Rizzikov, who wrote a letter to some friends of his telling them that in the middle of February it was possible to make left turns onto the Montauk Highway, something it was not possible to do at any other time of the year because of the incredible traffic.

Certainly there are some people who think this

is a crazy event – there is invariably mail on the subject to this newspaper – but most residents take it for what it is which is a venting of the frustration of not being able to make this turn at any other time of the year and they come out and sit on the curbs and enjoy watching it.

CONCEPTION WEEKEND

For many years, the people of eastern Long Island have been trying to form a new county. Currently, the five eastern towns are part of Suffolk County which has almost two million residents. Although all of these are in the suburban western part of the country closest to New York City, but here in the eastern end, occupying almost 80% of the land area of the country, there are only

about 100,000 people. With One Man, One Vote, the rural East End is badly outvoted by the populous western end in the Country Legislature. It is a waste of time for East End representatives to even go. There needs to be a new county.

Problem is that according to the rules of the State of New York, one can only apply to create a new country when the population gets to 110,000. There were 80,000 residents here in 1970 and 100,000 in 1980 and everyone expected the country would tip over the 110,000 mark in the 1990 census but this just has not happened.

Therefore, on Friday and Saturday nights, February 16 and 17, the entire East End is celebrating something called Conception Weekend where it is hoped that a vast number of new residents will be conceived.

All taverns which are normally closed in the wintertime will be open this weekend, every adult female on the East End is to be sent candy and flowers, and romantic music is to be played throughout the downtowns. A series of picnics and square dances will take place and parked cars with their motors running and their heaters on will be made available at every lover's lane in the Hamptons. Monday is being declared an official holiday so everyone can recover from the weekend. Condoms will not be sold in the stores on this weekend so if you are here but do not plan to participate, bring your own.

THE COLDEST DAY OF THE YEAR

Everyone who enjoys bitter cold weather should be made aware that the coldest day of this winter will be on Saturday February 24, 1991. It will be overcast, the temperature will be twenty-five below zero, there will be snow flurries and giant hail balls, and the wind will be a stunner, out of the northwest at forty-five knots.

It will be almost impossible to go out this day, but if you do manage it, look for your breath to be turning to ice, then tinkling to the ground at your feet.

Keep in mind that all firehouses and schools in the Hamptons will be kept open on this day so that everyone who goes outside but who needs to come back inside can find immediate comfort in a facility nearby. Coffee and hot chocolate will be served. And the police and ambulances with the paramedics will be sweeping through the streets at half hour intervals.

A DAY OF CULTURE

Saturday, March 2, is the day of culture in the Hamptons. Drive out from New York City early this day, or better yet come the night before because at 10 a.m. on this day, the Hampton Jitney bus leaves from the Omni in Southampton for the day of culture in Manhattan. The day includes a visit to the Empire State Building, dinner at Mama Leone's and an evening watching the Rockettes at the Radio City Music Hall. The bus leaves to return to the Hamptons at 11 p.m. and will arrive in Southampton by 1 a.m., weather permitting.

There is plenty of free parking at the Omni, so when you drive out in the morning you will be able to park just a few steps from the bus, and then when you return at 1 a.m. you will be able to get right to your car for the drive back to Manhattan. Enjoy.

—Dan Rattiner

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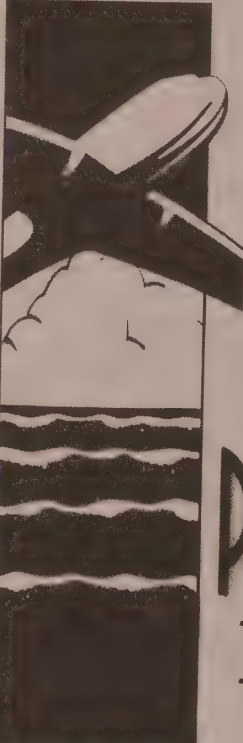
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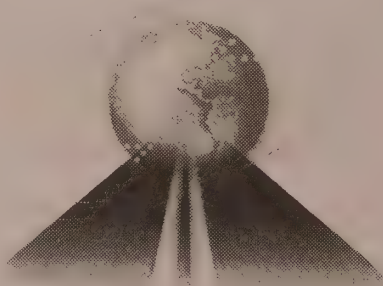
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January 1991 Flight To Portugal

**A LOCAL TRADITION THAT IS NOW
READY TO BE A LOCAL TRADITION**

By Dan Rattiner

This article is addressed to prospective advertisers. But regular readers will not be disappointed if they eavesdrop.

You know how newspapers tell you that if you advertise you will get a response? Well, what I am about to tell you about *Dan's Papers* is so extraordinary you will find it hard to believe. Something appeared in *Dan's Papers* on October 5, 1990. It appeared once. It never appeared again. And now, three months later, the phone is getting knocked off the hook here at *Dan's Papers* about what we wrote on October 5, 1990. I told you this would be hard to believe.

The something that appeared on October 5 was not advertisement. It was editorial. It was part of an article entitled "Little Known Winter Holidays" in that issue telling about all these reasons people ought to be coming out to the Hamptons in the cold of January and February. And it was, all of it, made up.

There was the Real Estate Equinox on January 6, for example which marked the bottom of the real estate market on the East End and when the real estate brokers would be serving champagne and chocolates. There was the Eel Festival on January 12 and 13 where native girls would hold contests using eels as jumping ropes. And there was the Houses From the Outside House Tour on January 20 where people would trudge through the snow and peer through windows of boarded up summer homes. Certainly it was obvious to anybody that all this was made up. Or so one would think.

One of the items way down at the bottom was entitled Flight to Portugal. Here is what I wrote: "All day Saturday, January 26, you can enjoy the exciting event known as the Flight of Portugal. A wooden ski jump is erected at the top of the cliff at the Montauk Lighthouse, and hundreds of our local young men, in a display of courage and derring do, drive old automobiles off it and into the sea a hundred feet below.

"The idea is to see who can drive off the ramp the farthest, thereby getting the closest to Portugal, which is, after all, just over the horizon. Some contestants take running starts from a half mile away. Others peel out from just at the bottom of the ramp....

"No cash prize is offered to the winner, but at the end of the event, after he has been fished out of the sea and returned to the launch point, he is presented with a crown of laurel wreaths and is carried around for a while on the shoulders of his compatriots.

"If you want to drive off yourself - if you are angry at your automobile, for example -you must register three weeks in advance. To attend the event, just drive out to the Lighthouse anytime before 11 a.m. that Saturday. Be sure you don't

drive up any ramp at the end."

* * *

The calls began coming right about Christmas time. They were answered, almost every one of them, by Jollyn Erickson, our office manager who manages an entire office staff in the summer time, but who sits alone by the switchboard in the wintertime fielding the smaller volume of phone calls we get in the off season.

"At first I didn't quite know what it was about,"



she told me. "An airplane fight? To Portugal? But then I remembered the article. The spoof. All the callers wanted to know the same thing. They wanted to know the exact time and the exact date of the event. I gave it to them. But I also told them that it was all made up."

It wasn't until after New Year's that Jollyn realized her call volume was so large she ought to keep track of it. She remembered one before Christmas, two afterwards. Then there were the ones in early January. All the callers wanting to put this exciting event they had read about in October in their 1991 calendars.

"Maybe it's someone pulling OUR leg," I suggested. "Maybe it's just the same person over and over."

"I thought of that too, but it isn't. The people are all different," she told me.

Beginning about January 10 we were two weeks away from this wacky Flight to Portugal. The calls were now coming more frequently.

"I began to lose it, telling people the same thing over and over," Jollyn said. "People had very different reactions to having been taken in. Some of them didn't want to believe there was no such event. One woman insisted that there had to be this event and she told me that since I wouldn't tell it to her straight she would call the Montauk Chamber of Commerce. What I did after this, I am sorry to say, was to tell callers it was a hoax but sure, they could call the Montauk Chamber of Commerce if they didn't believe me."

"I will tell you, in a few paragraphs, about the call that came to Jollyn from the Montauk Chamber

of Commerce. But first I ought to tell you that on January 17, just a week before the "event," Jollyn got a call from ABC's *World News Tonight*, from the office of Peter Jennings.

"It was from his secretary," Jollyn said, "Apparently, they were planning to send out a crew to video all the goings on for the news program. This was going to be nationwide."

Well, sure. Daring young local men plummeting a hundred feet in their cars into the sea, there to be rescued from the freezing cold waters by the Coast Guard helicopters. What a fine time.

Jollyn told this secretary that inasmuch as Peter Jennings lives in Sagaponack she thought he would know better. This, she told me, didn't get her any gold stars from the lady on the other end of the telephone.

Oh, well.

And then yesterday, Jollyn got a call from Virginia Galotta at the Montauk Chamber of Commerce. She was a volunteer, Virginia said. The Chamber office was closed in the wintertime and she had agreed to have the calls coming into the Montauk Chamber of Commerce forwarded to her home so people calling in could have a live person to talk to at the other end. She had not, however, bargained for THIS. She asked

Jollyn to stop referring people to the Montauk Chamber of Commerce about the Flight to Portugal and also, to please provide her with whatever information would be useful in dealing with these callers. Jollyn sent her a copy of this newspaper published so long ago. If she didn't like Flight to Portugal, perhaps she'd like The Eel Festival or The Real Estate Equinox.

Apparently, however, there is something that has captured the imagination with this Flight to Portugal. Perhaps it is the idea of this continuous air to sea rescues, or the destruction of these old cars, or perhaps it is just the idea of these young men, flushed with excitement, toweling themselves dry in the bitter January wind before consenting to a television interview.

Since business has been in a slump lately, and since obviously this Flight to Portugal will attract huge crowds, I would like to suggest that we actually go ahead with it, that we perhaps reschedule it for a warmer time of the year, maybe in late April when our drivers would have a better chance for survival, and when there is lots of time, between now and then, to print tickets, put out posters and pump the thing up.

The Flight to Portugal. Sunday afternoon April 28, 1991. If you'd be interested in getting behind the wheel of one of these junk old cars, stop in at *Dan's Papers* next door to the Bridgehampton IGA on the Montauk Highway and sign up. You'll need to fill out a release holding *Dan's Papers* entirely harmless from anything that might happen to you during this event.

The Montauk Chamber of Commerce too.



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REUTERS  **BEHIND EVERY DECISION**

August 1991 Off To Portugal

In May, 1991, I received a letter from the Director of the Portuguese National Tourist Office in New York City offering a week long vacation to Portugal for two for the winner. And so, we held the event, modified so that nobody would drive a car off a cliff, in August of 1991. Here is a description of that event. —DR

52 ENTRANTS VIE IN CONTEST TO THROW SOMETHING OFF MONTAUK POINT

By Dan Rattiner

"This is entry number seventeen, a father-daughter team," I said. "They are coming out on the course now, Leslie Trowbridge and Edie Cappel of Southampton, and as you can see they have a purple airplane made of poster board, it looks home made, and Leslie is wearing the traditional white hat and suspenders of Southampton. You have forty seconds, Trowbridge and Cappel. Walk around the course and check it out. Then wait for the whistle and you will have five minutes to launch."

Mr. Trowbridge, who was holding this airplane into the wind, walked down the lawn toward the edge of the eighty foot cliff, looked out into the Atlantic Ocean and made a few throwing motions without actually throwing. The murmuring of the crowd reduced to a hush and the Jim Turner Band, playing behind the Mission Control Center, tamped down a bit of jug band music they were playing to give Mr. Trowbridge a chance to think.

I glanced ten stories up to the top of the white tower in front of the Montauk Lighthouse where our volunteers from Grumman Aerospace and the United States Coast Guard were positioned, and I whispered into my hand held radio.

"Base to Tower, Base to Tower."

"This is Tower," came the reply

"We have a go on Trowbridge, entry seventeen."

"Go number seventeen."

I tapped my eight-year old son David standing next to me, a cue, and he took a deep breath and blew the black Coast Guard police whistle a long tweet.

"We have five minutes," I said. "Take your time."

This is what it was like at exactly 12:25 in the afternoon of Saturday, August 10 on the broad green lawn alongside the Montauk Lighthouse. I was sitting on a folding chair at a bridge table on this lawn — it was Mission Control Center — and I alternated between the public address system and the two-way radio, explaining things to the crowd on one, and then talking to Grumman and the Coast Guard on the other. Sometimes, perhaps because the entries were at five minute intervals, it was a little like patting your head and rubbing your stomach at the same time.

After a moment or two, Mr. Trowbridge took a running start with his homemade airplane and launched it into the air. It headed out to the east for a bit — towards Portugal — and then it veered to the south, stopped for a moment, dove, and then headed back in the direction from which it had come. A collective groan came up from the crowd seated there on the lawn, but then it turned to cheers as the plane turned around once again and headed for Portugal.

But that didn't last long either. Finally, the plane fell to earth around forty feet down the lawn from where it had been launched. A not

very good attempt in flying from Montauk to Portugal. But Mr. Trowbridge and Ms. Cappel, smiled and bowed, good sports that they are, and they gathered up their plane and over the loud speaker I thanked them for coming and the crowd cheered for them once again.

"Number eighteen is the entry of Jon Spoerri of East Hampton," I said. "Mr. Spoerri report to the Mission Control Center. You have three and a half minutes to launch time."

All together, there were *fifty two* entries in the *DANS PAPERS FLIGHT TO PORTUGAL* last Saturday. Fifty-two people who had built gliders

or contraptions or other devices and who had come from as far as Maryland and Washington State to compete for a remarkable first prize. The person who could launch such a contraption the farthest off the cliff to the east off the Montauk Lighthouse, thereby getting the closest to Portugal, would win a free one week round trip to Portugal including airfare, hotel and breakfast, sponsored by the Portuguese National Tourist Office in New York.

The director of this office, Carlos Lameiro, was there at the end to present this award to the

(Continued on next page)

July 18, 2000

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Portugal (Continued from previous page)

winner, Mr. and Mrs. S. L. Wolff of Port Jefferson Station. This was in front of cameras from Channel 7 (WABC-TV), Channel 12 and Channel 27, and from reporters from WINS, *Women's Wear Daily*, several local weeklies and, of course this newspaper, *Dan's Papers*, the sponsor of the event. And Paul Sidney was there, covering it all live for WLNG radio in Sag Harbor.

But what a scene this was and what a day this was. The event began at eleven o'clock in the morning and ran until four in the afternoon but for me it really began at five o'clock in the morning when I was awakened from a sound sleep by a clap of loud thunder and the sound of pouring rain on the roof.

"What do I do?" I asked.

"Pray," my wife said. said.

I got up and paced around. I turned on Channel 10, the ever faithful Weather Channel and saw the satellite photograph of the East Coast with this great glob of white over the New York metropolitan area. The white was the storm.

"We expect this storm to push through later this afternoon," the announcer said.

I sat there in front of this television, absolutely miserable, wondering why I had not thought to announce any kind of rain date. I would wait until seven, I thought. And then if it were still pouring, I would postpone the event for twenty-four hours — Sunday was expected to be beautiful — and

I would put this information out over the local radio stations. I then calculated who else would have to be called. There were almost sixty phone calls.

Miraculously, however, at seven in the morning the forecast changed. It was still raining then, but it had cleared in New York City and New Jersey, and they were predicting the storm would move out to sea before nine. I made a decision. We'd take a chance.

At nine thirty, I was at the United States Coast Guard Station on Star Island in Montauk where, aboard the *Point Wells*, we held a pre-event meeting with everyone concerned. There were six foot swells in the ocean and it looked doubtful that a Coast Guard cutter could get out off Montauk Point. A 90-foot boat had needed assistance nearby. It was decided instead, there at the last minute, to use the Lighthouse tower itself for the spotters. Chief Michels produced a sextant which he gave to Grumman's John Brower and Julius Ward of the Coast Guard to carry up the steps of the tower. Also, he gave me an official Coast Guard police whistle.

The event began promptly at eleven with the first launch of S. Riter of Montauk. He threw what was some sort of jerry rigged glider and it arched up, then down and into the bushes that separate the lawn from the cliff. He waded into the bushes afterward to get it.

"If I had known it was only going to make the bushes," he said upon his return, "I would have just thrown it on the lawn."

Entries that followed came from North Massapequa, Centerport, the Bronx, Manhattan, Brooklyn, Connecticut, Huntington Station, Silver Springs, Maryland, upstate New York, East Setauket and so forth and were as varied as you could imagine.

Frankly, I had thought we would have a combination of little amateur store bought things, rubber band gliders with kids and so forth, and we would have a group of intelligent entries from high tech graduate schools and design students. I had thought the entries from this latter grouping would be so well designed that they would go three or even four miles, dumbfounding everyone with their brilliance.

But I was wrong. What we got instead were a very imaginative group of entries, all colorfully done, that didn't work very well. Only eleven of the fifty entries actually reached the sea. All the others either landed on the lawn, in the bushes, or down the cliff and onto the rocks where they were retrieved by a volunteer cadre of surfers stationed there, brought in by Lars Svanberg of the Main Beach Surf Shop in Wainscott.

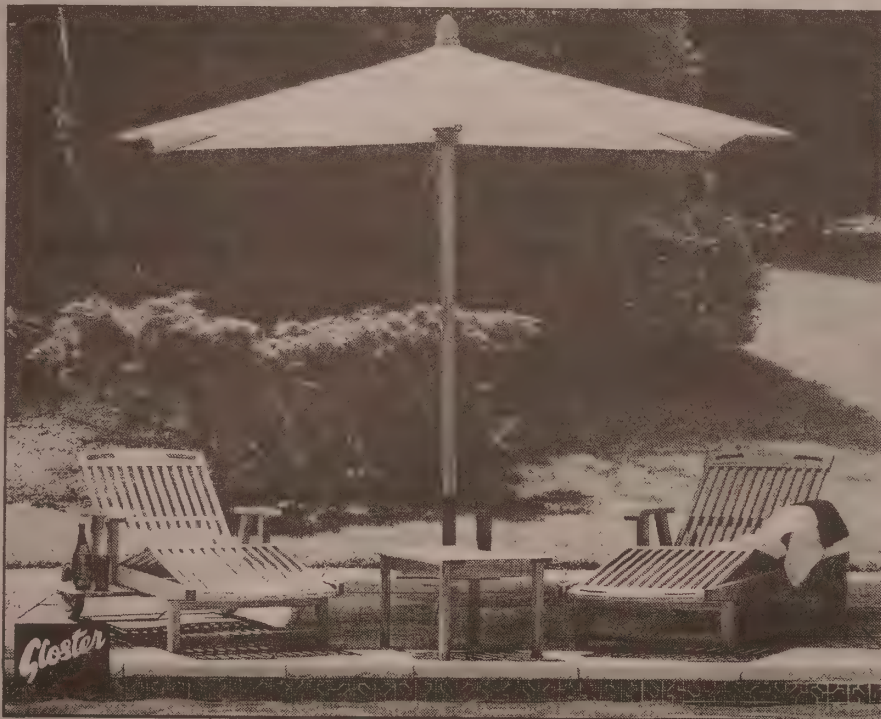
We had one entry that was a tennis ball with a parachute wrapped around it that was just THROWN over the edge. We had several Olympic level bob throwers who tossed homemade bowling pin kinds of things far out into the sea. We had modified Frisbees, hula hoops and spears, we had rubber band driven gliders that read PORTUGAL OR BUST on the side and we had giant kite-like objects that were hand launched.

I gave them all the same treatment. Five minutes, a description of their entries and how the colors they wore were of course the official

(Continued on page 32)

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February 2000

The Lions of North Haven

RESIDENTS OF NORTH HAVEN MUST STAY IN THEIR HOMES FROM FEBRUARY 7 TO 28

By Dan Rattiner

A solution to the deer problem in North Haven is in the offing, courtesy of a wealthy South African industrialist who has recently bought a home here. It will be at no charge to the taxpayers.

The problem, as everyone knows, is that there are too many deer roaming through the woods of the peninsula, which extends four miles out from downtown Sag Harbor. Deer eat everyone's shrubbery, get hit by cars, and leap over the fences that everybody builds to keep them off of private property. A survey done from the air not long ago counted the deer population at 700. The entire human population on the peninsula is only 800.

Local realtors were very pleased last year when Hans Van Der Klerk bought the old Kallen estate. It had been on the market for more than a year, but few wanted to put in bids.

Since it is six waterfront acres, including a main house, guest cottage and private dock, the asking price was quite high.

Van Der Klerk, of Capetown, has parlayed several small silver and bauxite mines in the outback of South Africa into a conglomerate of more than twenty factories around the world, mining everything from boric acid to asphalt to gold to sand and gravel. Recently, in response to protests by environmentalists, he closed an asbestos mine in Tanzania, in spite of the fact it was quite profitable. He is retooling that mine to be able to separate out cobalt, which has been found in considerable abundance lying around on the site and which is in great demand by the nuclear power industry. *Fortune* Magazine has estimated der Klerk's net worth at one billion two.

Der Klerk bought the North Haven property sight unseen. Upon arrival here, he expressed astonishment at the crowds of deer that had broken through the fencing and were feasting on the lawn. He was even more astonished to find that a large number of the people in North Haven, considering the deer irresistibly cute, were opposed to the thinning of the herd by the usual manner, which

is shooting them dead. Due to their lobbying, hunting is illegal on North Haven.

Der Klerk's solution has been to bring seven male African lions from South Africa to North Haven. He plans to release them into the woods of North Haven next Monday.

"They are the natural predators of deer in South Africa," he told this reporter at a meeting at his house on Friday. "I have done the math. Based on the rate that these carnivores eat meat, the deer herd should be completely thinned in three weeks."

Der Klerk also had his attorney do some research. There is an ordinance in North Haven prohibiting the harboring of "wild animals," but in the list of such animals, there is mention of coyotes and American Mountain Lions, but not the South African Lion.

"It may have been an oversight," De Klerk grinned. "But I have a problem here and I am someone who solves problems."

The lions, each 800 to 1000 pounds, were caught in the Bagalok Section of South Africa using blow guns with darts that have been dipped in a sleeping potion. The lions were caged while asleep, flown to Kennedy Airport, and then taken by boat to der Klerk's private dock on Wednesday. Currently they are being housed in the der Klerk garage, built by the late Mr. Kallen for his seventeen antique car collection.

"Why have you only brought male lions?" this reporter asked.

"We wanted them to only have one thing on their minds."

"What happens after three weeks?"

"The lions will be caught, they should be well fed and lazy by that time, and returned to South Africa."

Der Klerk, is delaying the releasing of the lions until Monday so he can get the word out — *Dan's* is not the only newspaper he has contacted — and because the school children will be on vacation.

"The lions, like the deer, are nocturnal animals," Der Klerk told me, "and at seven a.m. when the school busses pick the children up by the side of the road, it is still dark."

Der Klerk also pointed out that because the bridge to Sag Harbor is being replaced, there is no way to get off North Haven and residents in the rest of the Hamptons should not worry.

"You can get off North Haven by taking Long Beach Road to Noyac," I told Der Klerk.

He seemed surprised, "Noyac? Where's that?"

This reporter spoke to Emmett Greengrocer, the President of the East End Environmental Group (EEEG), who has often spoken out against desecrating the land and the wanton shooting of the wildlife.

"It sounds like this has been thought through," Greengrocer said. "Prey and predator. Survival of the fittest. Lions are beautiful creatures. This is the stuff we have been talking about for a long, long time. Somebody has finally heard us."

A spokesman for the village spoke on condition of anonymity and said that village officials were beside themselves at this recent development.

"The law has been checked. South African lions are not mentioned. They are not mentioned in the list of animals specifically prohibited from running wild either. We have attorneys working on this twenty-four hours a day."

In any case, residents of North Haven are urged to stay indoors from February 7 to February 28 while the lions are loose.

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Portugal

(Continued from page 30)

colors of Guilford, Connecticut or wherever else they were from, followed by the invitation to walk around on the course.

One man spent his three minutes in the lotus position, meditating. Another did arm and back exercises. Most just trotted happily around carrying whatever they had brought with them, sniffing round, trying to figure out what would be the best spot from which to throw.

Practically everybody who threw something raised their arms in triumph afterwards and trotted around to the applause and cheers of the crowd. Some of these entrants did this even after

their entry only went eight feet.

A few of the entrants, however, were dead serious. They had absolutely convinced themselves they were going to win and they apparently already imagined themselves touring around. When their launches went awry, they just stood there and looked as if they would cry.

One young man of about twenty-five threw a homemade glider that only went about thirty feet, and then became so upset he walked away in the opposite direction and refused to retrieve it. People had to console him. Eventually, he cheered up and went over and got it.

"Let's give him a round of applause," I said.

Dick Cavett, the talk show host who lives in Montauk was on the scene, and we persuaded him to be entry number forty-one. We got him a glider and gave him his five minutes. He walked down the course and stood on a rock, then stepped off the rock and launched the glider straight and true out over the bushes, the cliff and off over the sea. It was heading right for Lisbon. The crowd cheered.

"My God," someone whispered to me. "I think that's going to be the winner."

It wasn't, but it was close.

And then we got to the entry of Steve Wolff of Port Jefferson Station, a large homemade glider with a rubber band and propeller and when his time came, he turned his back on Portugal and he launched his glider straight up, like a rocket. It shot high into the air, righted itself, and then began to drift out over the cliff and the rocks and the sea. The propeller stopped, but the glider was perfectly balanced and it continued to drift around up there amidst the breezes heading this way and that, but always, it seemed, east toward Portugal.

It went out almost a quarter of a mile by our official estimates, and then it swooped down and made a graceful landing amidst the six-foot swells. It had been the longest by far. And the crowd gave an extended round of applause. It was the winner.

There were so many people and sponsors involved in this event I hardly know where to begin. There was first and foremost Rob Roden, the National Sales Manager of *Dan's Papers* who volunteered his time to become the pre-launch inspector and coordinator. There was Crystle Fiedler, our office manager, and Hannah Dinkel, who organized the pre-launch registration, there was Lois Geller and her son Stephen who volunteered on the grounds for the day, Eric Cohen of Flying Point Software who also volunteered, John Brower of Grumman and his wife who manned the observation tower, Julius Ward from the U. S. Coast Guard who was up there as well, and Captain Ed Michels of the Coast Guard who assisted in the planning and put it all together, Dick White, Dana Brancato and Joe McDonald from the Montauk Lighthouse need to be thanked, Joe McBride of the Montauk Boatmen's

(Continued on next page)

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Portugal

(Continued from previous page)

and Captain's Association, Linda Shapiro of the Pro-Body Shop in Southampton and Bridgehampton who helped arrange t-shirts and the general media promotion, Stephanie Johnson, art director of *Dan's Papers* who designed the t-shirt, Jim Turner and his musicians, Lars from the surf shop, Dick Cavett for being a good sport and of course the generous support of Mr. and Mrs. Carlos Lameiro of the Portuguese National Tourist Office. I hope I have not left anyone out.

Sponsors for the event included TAP Airlines, Stolichnaya Vodka, Alize the Cognac and passion fruit drink, Orangina, and SolBar PF the PABA Free Sunscreen. All entrants got a gift bag with products in it.

Besides Mr. and Mrs. Wolff who will take their trip to Portugal at the time of their own choosing within the next year (there are blackout times), a second prize of a magnificent Portuguese vase was won by Evan Jolitz of Brooklyn, Connecticut and a third prize, a case of Portuguese wine, was won by George Benze of Vernon, Connecticut. Eric EngstrOm of Montauk won in the Under 12

division. He won \$100, presented by the Montauk Boatmen's and Captain's Association.

This entire promotion was a benefit for the erosion control project at the Montauk Lighthouse being run by the Montauk Historical Society. The Lighthouse had originally been built in 1795 under the auspices of George Washington, 360 feet from the edge of the cliff. Erosion has washed away all but 60 feet of this distance, and the erosion control project begun twenty years ago by Georgina Reid, when completed, should bring this to a halt. The *DAN'S PAPERS FLIGHT TO*

PORTUGAL, when the dust clears, should bring between \$1,000 and \$2,000 to the Historical Society they did not have before.

Incidentally, I remember, speaking before a meeting of the Montauk Boatmen's and Captain's Association a few months ago, explaining the rules that had to be followed for the launch.

"Can I enter my wife?" a Captain asked.

"She has to be heavier than air, more than two feet long and have no power other than rubber band. And she must float."

"That's her," he said.

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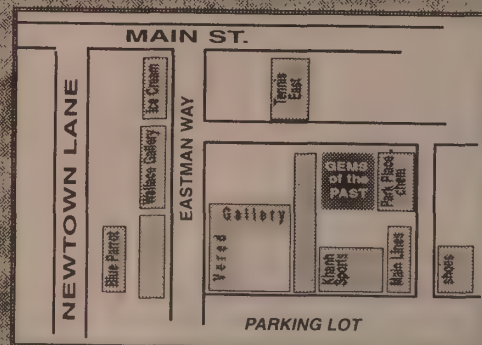
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From the "now you see it, now you don't" department

For years, the southeast corner of 75th Street and Third Avenue was held down by Juanita's, a Tex-Mex margarita mill with the kind of enclosed sidewalk cafe that was popular in the 1970's. Then Juanita's closed and the space was completely transformed by its new owners into Bistro le Steak. Can you guess the specialty?

The new restaurant has been open six weeks, but it looks as if it's been there forever, or at least since the 70's. Judging by its brass fittings, burnished wood, tile floor and artificially tarnished tin ceiling, the owners dutifully followed the outline for *How to Look Like a Parisian Bistro*.

It's tempting to pass off Bistro le Steak as a too obvious marketing scheme. The father-and-son owners, Herb and Greg Wetanson, also own Dallas BBQ and Tony's Di Napoli, more noteworthy as concepts than as restaurants. And French is hot now, right?

The surprise is that Bistro le Steak hardly strikes a false note. It does look Parisian. The friendly staff conveys warmth and informality, and the food is both good and an excellent value. By staying away from the most expensive steak, it is possible to keep the tab under \$25.

Bistro le Steak

1309 Third Avenue, at 75th Street, Manhattan.
(212) 517-3800.

Best dishes: Country pâté, mussels, shrimp St. Tropez, house salad, Parisian cut sirloin, filet mignon, chocolate cake, lemon tart

Price range: \$20 to \$30

Credit cards: All major cards

Hours: 5 P.M. to midnight daily

Wheelchair access: Entrance is one step up; restrooms are downstairs

The restaurant wisely sticks to the basics:

country pâté (\$5) is a good place to start. The big serving actually includes both a moist pâté and a smooth, flavorful duck terrine, surrounded by a little salad and cornichons. Mussels (\$6.50) are delicate, steamed in white wine and garlic, a sauce that calls out for sopping it up with bread. Shrimp St. Tropez (\$7.50) is another big appetizer, the shrimp sautéed with garlic, tomatoes and artichoke hearts. I prefer the house salad (\$4.50), with its mustardy dressing, over a sampling of marinated vegetables (\$5.50).

Yes, the specialty is steak, with five choices. My

favorite is the least expensive, the Parisian cut sirloin (\$14), firm and full of beefy flavor, served with a mountain of wonderfully crisp, salty fries and a pitcher of Provencal mustard-and-white-wine sauce that seemed superfluous. I didn't try the New York cut sirloin, which was too expensive for this column at \$20 and is simply a bigger steak.

The New York rib eye (\$16) is quite good, though not so flavorful as the sirloin. Filet mignon, offered plain (\$16) and au poivre (\$17), is perfectly tender, though also not so beefy. It's a better candidate for Provencal sauce.

The menu also offers poultry, fish and pasta alternatives, and though I might be tempted by a main course order of the mussels with fries (\$12), why stray from the specialty?

I wish wines were as good a value as the food. The Brouilly, Château de la Chaize 1994, is excellent, but \$21 seems too much for a bottle of Beaujolais.

Desserts are terrific. I especially liked the rich, dense chocolate cake with dried berries hidden in it (\$5) and the exuberant lemon tart (\$5).

While Bistro le Steak seemed to sprout from nowhere, its owners say they were inspired by Le Steak, a similarly simple restaurant that had a 25-year run on Second Avenue near 57th Street. Maybe this bistro does have history on its side.

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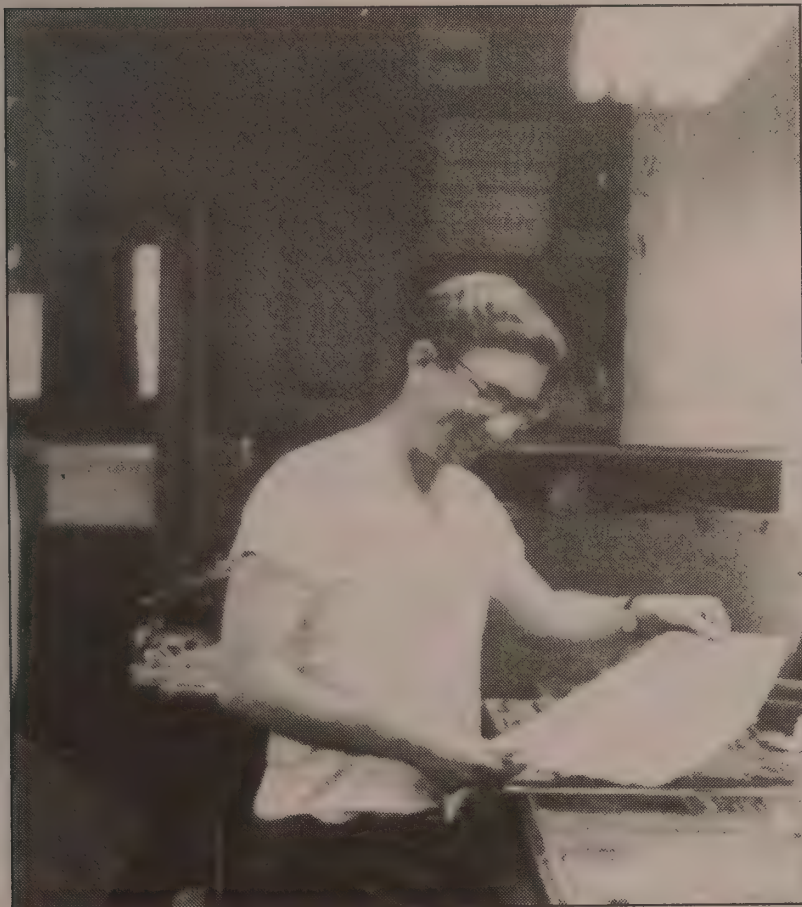
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A series of photographs showing the author producing *Dan's Papers* at the print shop in the back of the Suffolk County News in Sayville, Long Island in 1966. The pictures were taken by the first employee of *Dan's Papers*.

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—Michael Thomas,
Columnist, *N.Y. Observer*

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Former New York Governor

"Now that the global village has become a nightmare consisting of a hundred million interconnected terminals, each of us helplessly clinging to this network as surely as houseflies to a spider's web, a trip to the Hamptons grants us immunity from the purgatory known as the media highway. There, while resting comfortably among the potato fields of our dreams, one can read *Dan's Papers*. Dan sits there perched like some ancient bird observing the landscape from above — sometimes ahead, mostly behind — unruffled by the ever present banality disguised as modern communications. "Whenever I'm in the Hamptons, I read *Dan's Papers* before I go to bed at night, and wake up to the morning birds."

—Len Riggio,
CEO, Barnes & Noble



"I read *Dan's* articles every week. I'm a fan."

—Alec Baldwin,
Actor

"What goes with a nice grilled cheese sandwich and a cold diet Coke at the

Candy Kitchen? Why, *Dan's Papers*, of course."

—Don Hewitt,
Executive Producer, *60 Minutes*

"Two reasons to read *Dan's Papers* weekly: first it tells me what to expect; second, if absent, it tells me what I missed (alas!)."

—Jerry Berns,
21 Club



"The first thing I do when I get to Bridgehampton is buy a low-calorie ice cream and then pick up a copy of *Dan's* — with these two actions, I begin my weekends!"

—Leonard Stern,
Chairman, *Village Voice*,
Hartz Mountain

"An indispensable element of the Hamptons."

—Charles B. Scarborough, III
Anchor, News 4 New York

"First I read *Dan's Papers* then I read the dull stuff—*The New York Times*, *Post*, *Daily News*..."

—Irwin Hansen,
Creator of the cartoon strip "Dondi."

"Whenever I lament the death of Damon Runyon... I'm comforted by the thought that he's been reincarnated as Dan, moved east and is talking about the character and characters of Long Island."

—Gary Ackerman,
U. S. Congressman

"Dear Dan: I visit the Hamptons regularly — and I think of your paper as an institution of the Hamptons. It's everywhere — in stores, airports, at my friends' houses and on the beach."

—Robert Pittman,
President & CEO, America Online

"What would the Hamptons be

without *Dan's Papers*?"

—Michael Fuchs,
Former Chairman H.B.O.

"The computer, the remote control, the fax, *Dan's*... Where would I be without them?"

—Jill Larson,
Actress

"I read *Dan's Papers* and my favorite section is Mickey and Betty Paraskevas' Junior Kroll cartoon."

—Billy Joel,
Pianoman

"*Dan's Papers* is a constant source of entertainment."

—M.G. Lord,
Columnist, *Newsday*

"Dan has one entertaining and informative newspaper."

—Arlene Alda, Photographer

"It is the first thing I pick up when I come out here."

—Heather Cohane, Quest

"*Dan's Papers* is a lot of fun and so is the boss."

—Ben Gazzara,
Actor

"I think it is great and I look forward to reading *Dan's* every weekend."

—Francesco Scavullo,
Fashion Photographer



"*Dan's Papers* is informative, intelligent and — best of all — great fun."

—Susan Isaacs,
Novelist

"Love Dan, love *Dan's Papers*. They're both a breath of fresh air."

—Tina S. Fredericks,
Realtor, East Hampton

"*Dan's Papers* is my weekend pleasure."

—Stan Herman,
Chair, L.I.A.A.C.

"If you are thinking of horsing around in the Hamptons, your first



stop ought to be *Dan's Papers*."

—Tony Hitchcock,
Executive Director,
Hampton Classic Horse Show

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—Ralph Destino,
Chairman, Cartier

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—J. Brent Lynch,
President Hampton Jitney

"Like most things out here, *Dan's Papers* seems too expensive, although personally I think it is worth every penny."

—Walter Bernard, Designer

Illustrations by M. Paraskevas

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1. A clothesline art show on the front porch of *Dan's Papers* in 1976 with the publisher.
2. My father owned White's Drug and Department Store in Montauk from 1956 to 1975. This photograph was taken of me by my sister Nancy in front of my dad's newly built store in Montauk at its grand opening in 1965.
3. Truck number 55 had an ink spigot on the side, out of which nothing came out. The sign below the door reads "Stand Clear" the sign on the other door read Number 42.
4. The Bullshead Inn in Bridgehampton photographed about 1900, sixty years before the founding of *Dan's Papers*. The picture is taken from what is now the parking lot of Starbucks Coffee Shop and shows how the dirt roads of Lumber Lane and the Sag Harbor Turnpike merge.

The New York Times

NEW YORK, SUNDAY, AUGUST 12, 1973

Dan Rattiner helped by his 2-year-old daughter, Naya, goes about business as his "Publishing Power" in Bridgehampton. His employees, mostly college students, wear conspicuous T-shirts, some purposely printed in reverse.

Journalistic Put-on in the Hampton

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1. One of many articles appearing about *Dan's Papers* in the *New York Times*.

2. I've always been fascinated with signs that have been put up in the area. This is a photograph of a sign placed by LILCO in front of their Nuclear Plant in Shoreham in 1977.

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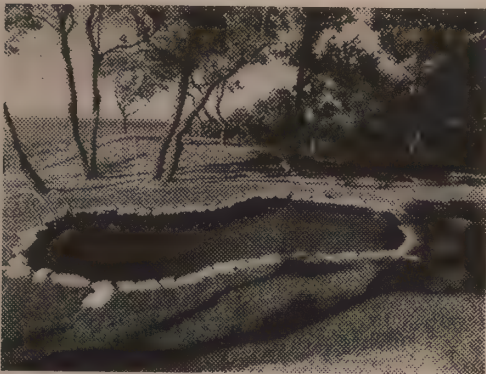
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Dan's Papers has been actively involved in the annual Artists Writers Baseball Game played in East Hampton for the last thirty-two years. These pictures were taken by the author at the 1972 game. From left to right, Dustin Hoffman, George Plimpton, Adolph Green, Gwen Verdon.

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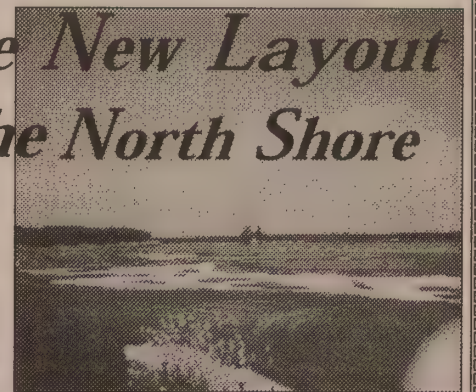
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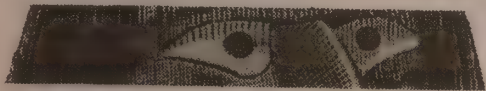


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—Ruth Reich, N.Y. Times 2/4/94

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1. Photographs from the 1992 *Dan's Papers* Flight to Portugal event at the Montauk Lighthouse.

2. *Dan's Papers* has organized a Christmas Toy Drive for each year for the last twenty-two years. Here's a collection of some of the toys that we presented to the Little Flower orphanage in Wading River in 1994.



Congratulations
Dan

Anne & Ted Kheel

from Louis and Susan P. Meisel

Congratulations
Dan
On Your 40th



1. Children in the St. Patrick's Day Parade in Montauk Circa 1988.
2. I've a judge for many years at the biggest clam contest held in Amagansett . Have some chowder.
3. David and his handgrenade at the tank museum in Mattituck in 1988



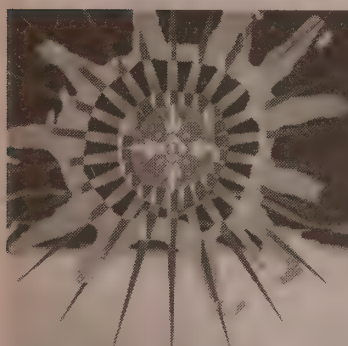
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*Fireworks rain dates are Thursdays.

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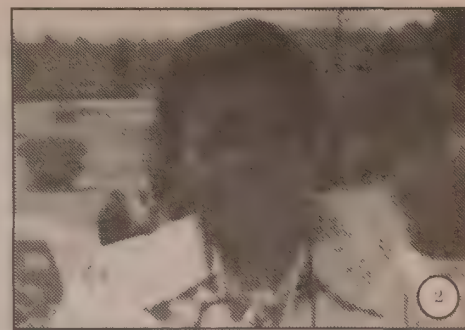
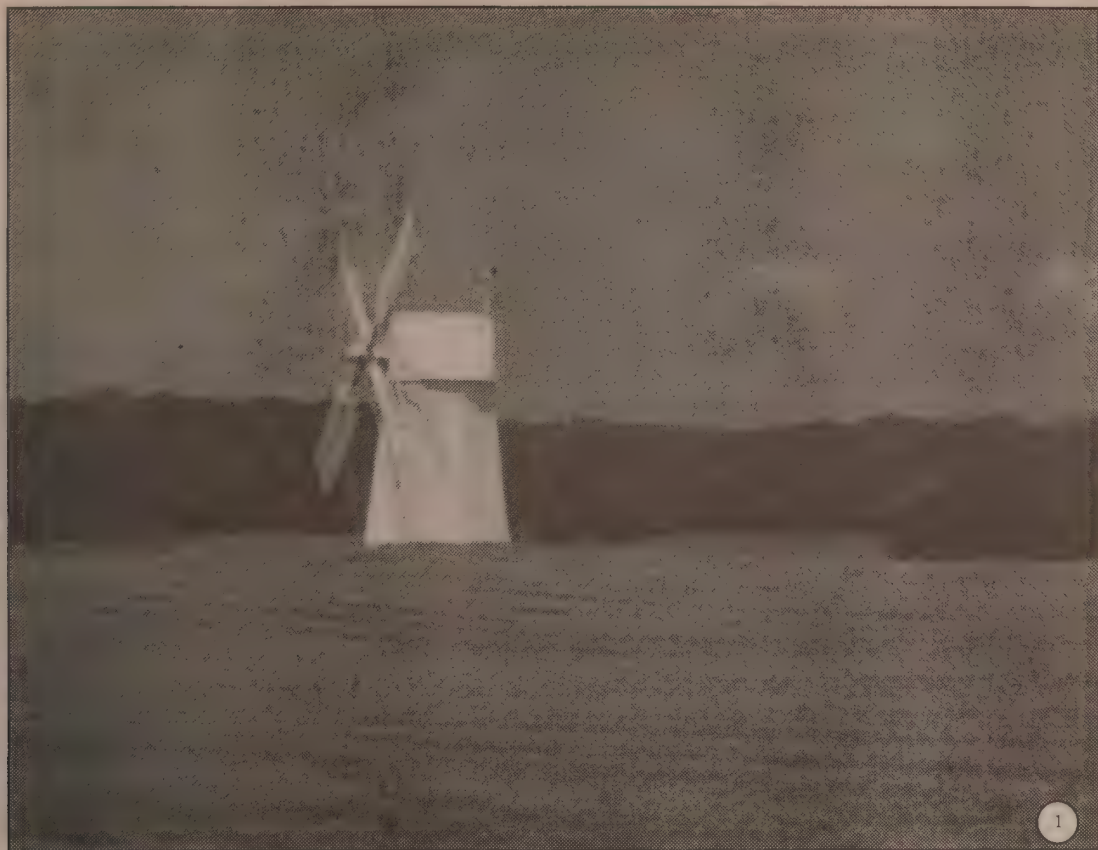
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1. One of the many windmills we have on the East End, this one on Gardiners Island.
2. Harriet Gumbs of the Shinnecock Indian Tribe, photographed by the author at Southampton College about 1988.
3. A reporter interviews Robert David Lion Gardiner, the twenty-third Lord of the Manor of Gardiners Island on the island in 1991.
4. Auctioneer and farmer Charlie Vanderveer of Bridgehampton on the right with his son and daughter. Circa 1980.



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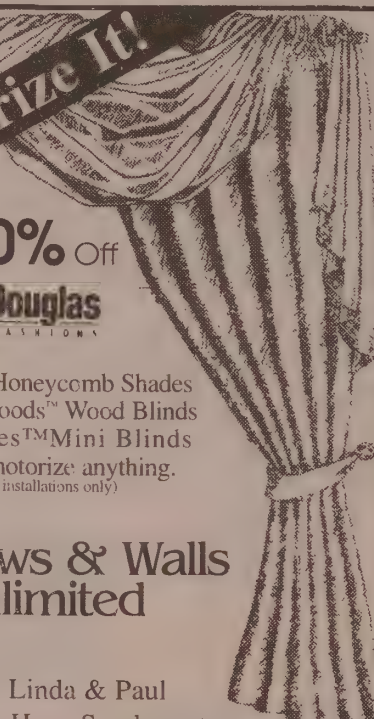
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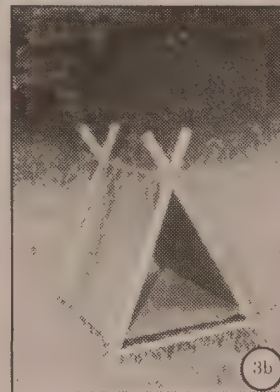
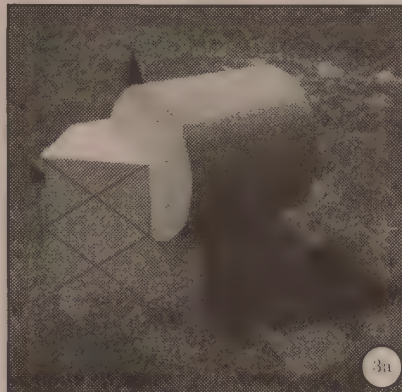
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1. In the late 1980's The Parrish Art Museum in Southampton displayed a bronze statue done by artist Audrey Flack of East Hampton. Given the proper attire ordinance in Southampton Village, we decided to appropriately clothe her and then write about the change.
2. A seal on the beach in Westhampton
3. An exhibit of original dog houses was held at an art gallery in about 1985 in the Hamptons. Entries were by Jack Lenor Larson, Paul Damaz and Charles Gwathmey.
4. Dan's Dogs.

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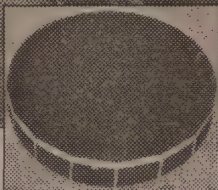
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1. In recent years many celebrities have moved to the Hamptons. East Hampton Village Historical Society President Karen Hensel, shows Billy Joel and Christie Brinkley around.

2. Martha Stewart.

3. Kurt Vonnegut and his wife and daughter.

4. Peter Jennings, helping raise money for the Bridgehampton Day Care Center by firing the starting gun at the *Dan's Papers* PotatoHampton Minthon.

5. Danny Glover and Roy Scheider



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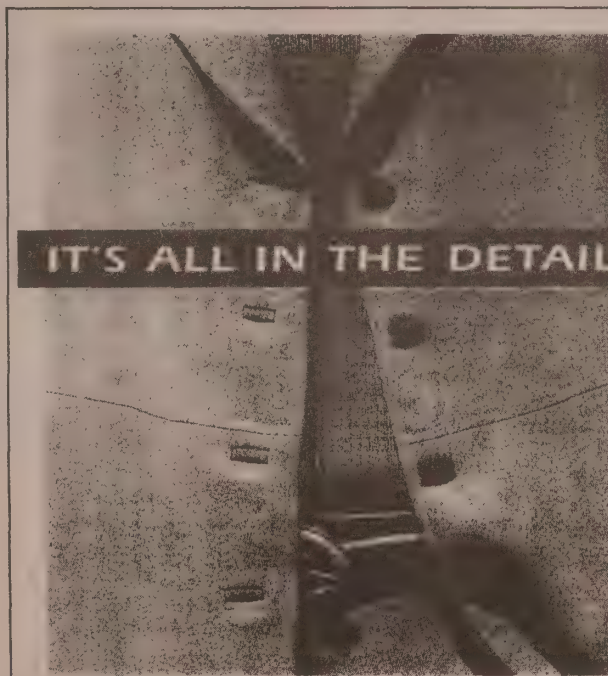


1. Southampton College President Bob Sillerman and the author on the steps of the Bridgehampton Community House during one of the *Dan's Papers* PotatoHampton Minithons.

Other photos from the race include weatherman
2. Mr. G, a trophy and Peter Jennings.

3. Eddie Stern who is today the President of Hartz Mountain finished second in a PotatoHampton event. He worked for *Dan's Papers* as a photographer during his college years.

4. A physician from Stony Brook University Hospital, sitting on a railing seeing to it that runners don't collapse this tiny Bridgehampton bridge which has been closed to traffic by order of the Suffolk County Department of Public Works. Circa 1987.



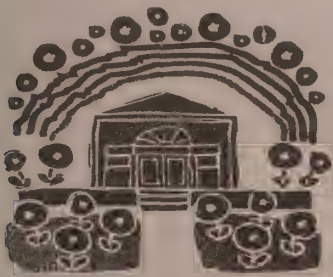
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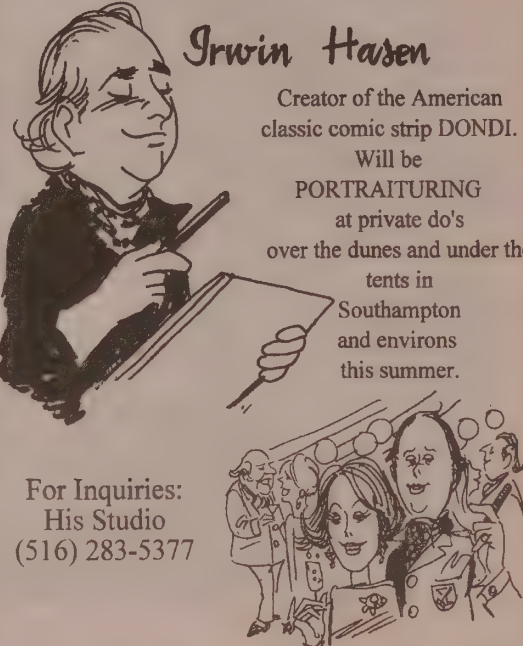
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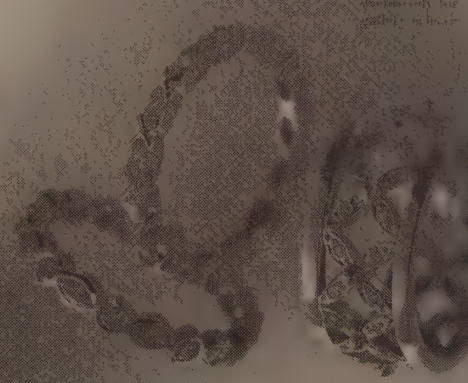
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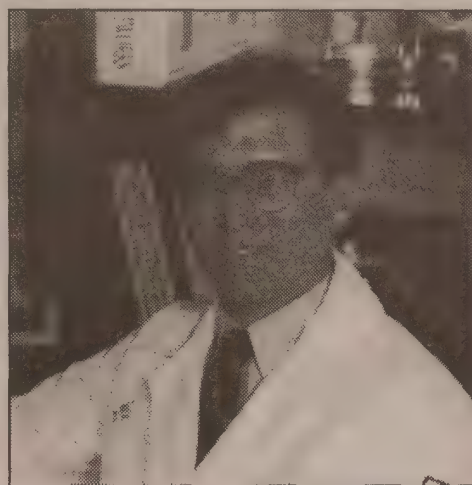
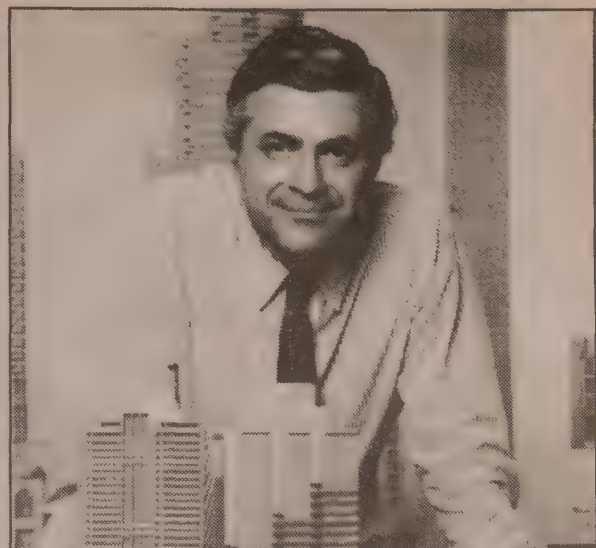


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Art gallery owner Ruth Vered with the late curator Henry Geldzahler, architect Costas Kondylis, Herb Hatfield auctions off furniture from his studio in 1978. Dr. John Ferry.

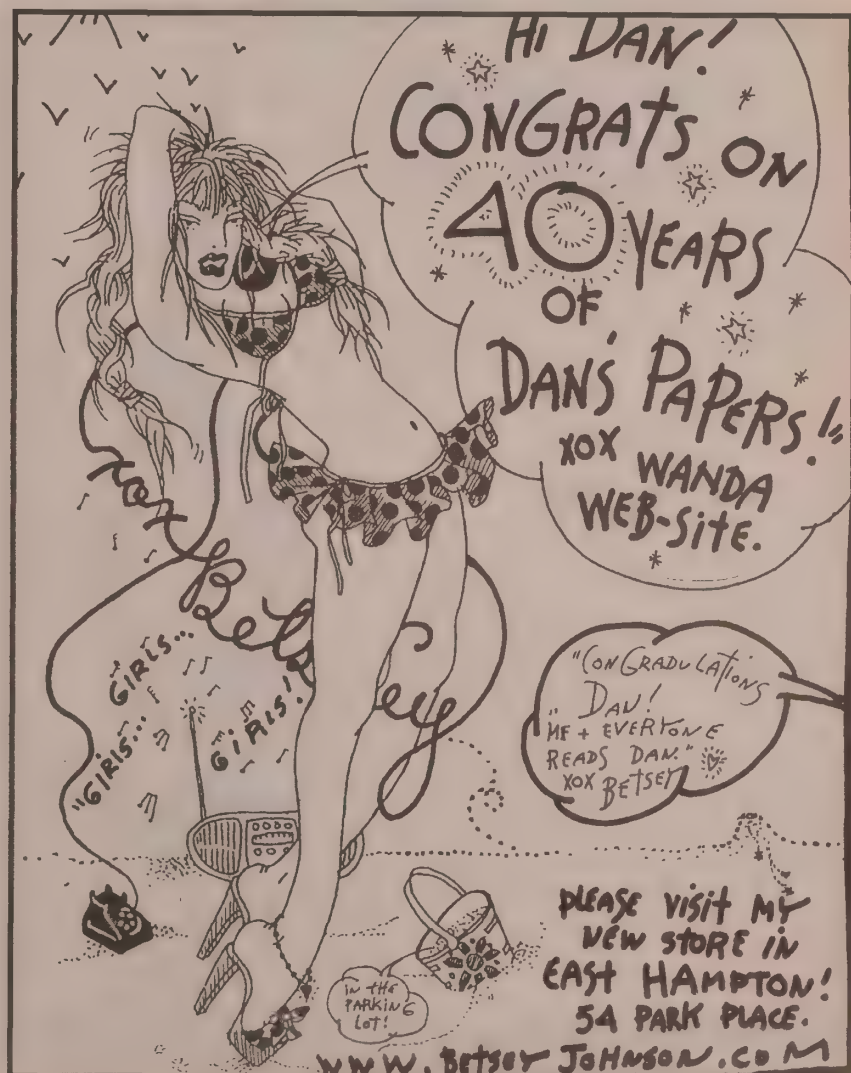
*It
Takes one
to
Know one*

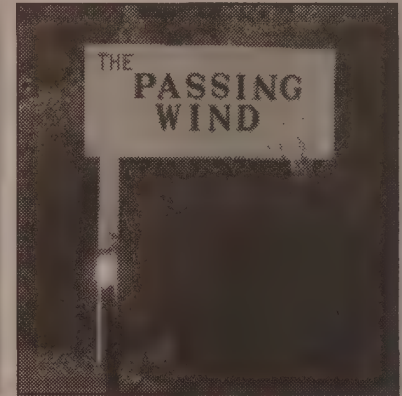
(a Good Old Timer that is)



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Among the many photographs of signs I've taken. The sign ONLY EXIT LEFT stood outside the Bridgehampton National Bank in Bridgehampton for more than forty years. The underpants sign appeared one morning replacing an underpass sign. It was up for only thirty-six hours and then was gone. The underpass sign returned.



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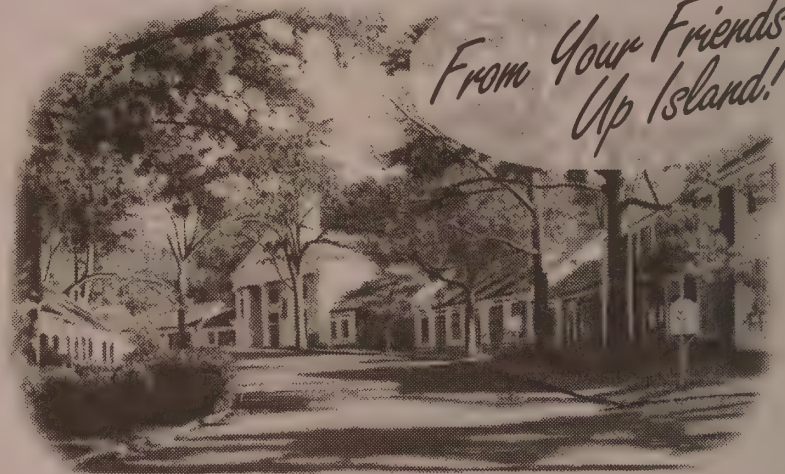
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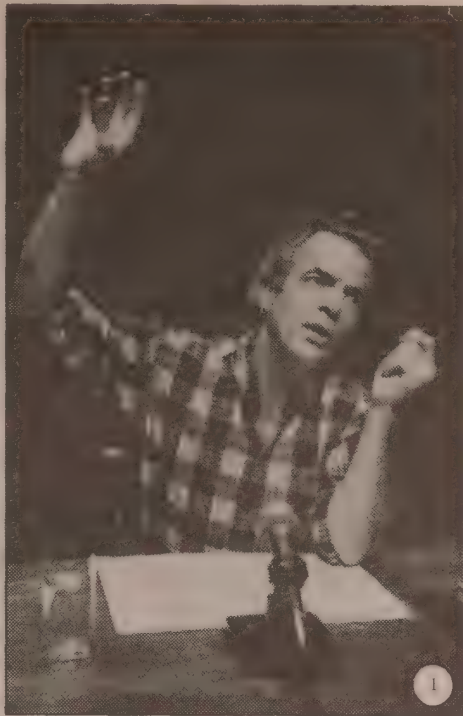
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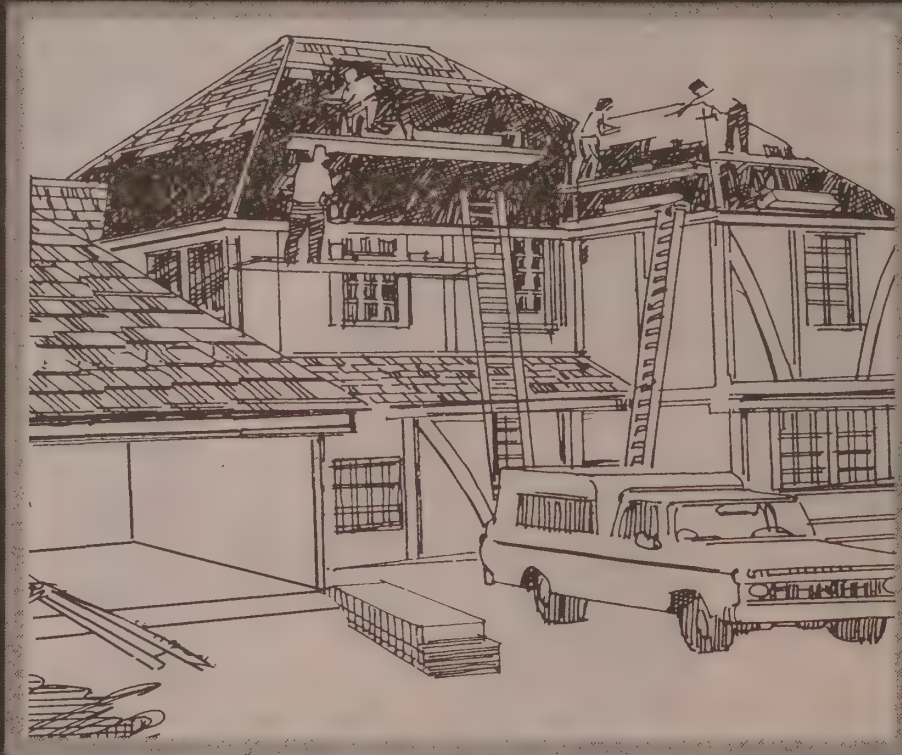
1. Monologist Spalding Gray.
2. Photographer Francesco Scavullo.
3. Newscaster Pia Lindstrom.
4. Author John Mayle and his wife.
5. June and Bob Rose of Rose Jewelers at the Bridgehampton Classic Horse Show.

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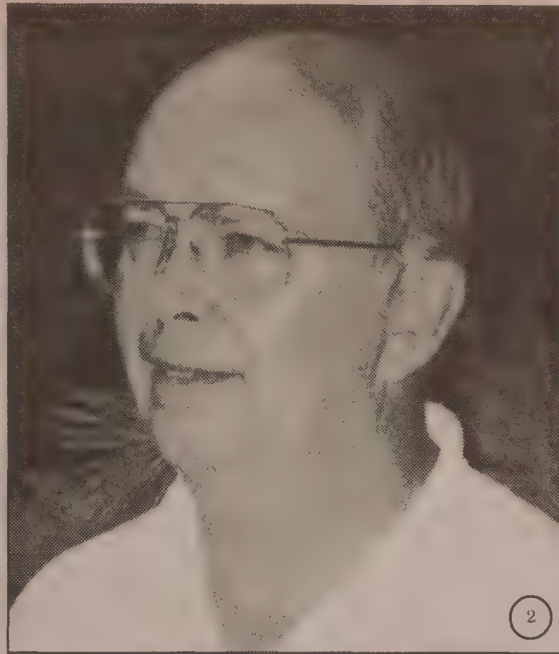
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1. I like this picture because it shows how we used to paint the white line crooked down the center of the farm roads when this was a more rural place.

2. Investment banker Wilbur Ross.

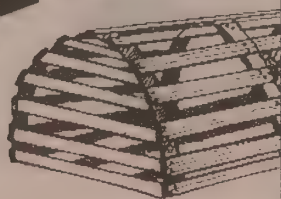
3. Newsman Bill Beutel and a bunny rabbit.

4. Elaine Benson speaks at the John Steinbeck Bookfair event at her gallery in Bridgehampton, to her right is Long Island University President.

5. Jack Lenor Larson greets guests at the LongHouse.



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MUSIC TOGETHER



1. The Westhampton Beach Performing Art Center photographed about 1978 when it was still the Westhampton Movie Theater.

2. Guests at a party thrown by jewelry designer Aya Azrielant at her beachfront home in Southampton around 1992. Aya, Christa Dowling, Ofer Acrielant, Marcia Riklis Hirschfeld, Michael and Tom Dokton and spouse.

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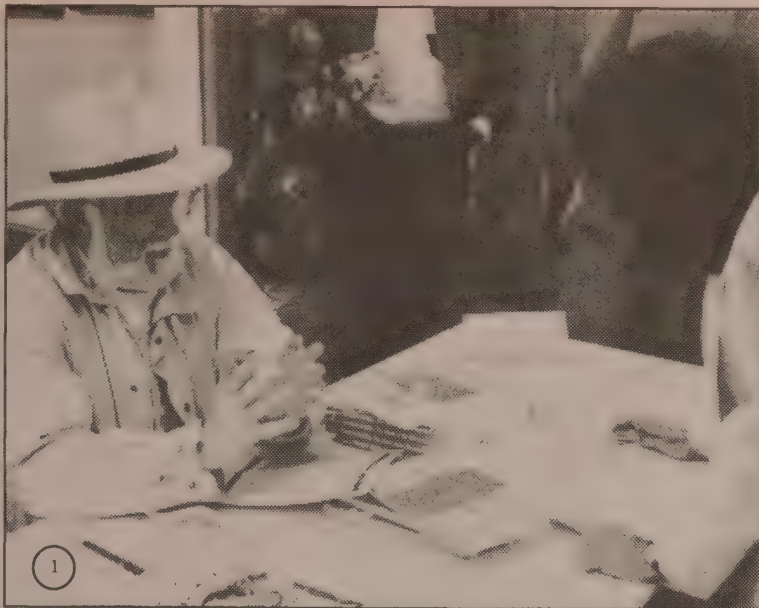
136 Main Street, Amagansett
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1. At the book signing for the author's book *Who's Here the Heart of the Hamptons* published in 1992.

2. The artist Tatiana at the *Dan's Papers* Invitational Art show in East Hampton in 1990.

3. Two showgirls perform at the *Dan's Papers* 30th Anniversary Party at the Montauk Yacht Club.

4. Artist and publisher celebrate with champagne in front of the new *Dan's Papers* sign painted in 1990.



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1. Artist Mickey Paraskevas whose paintings and drawings with words by Betty Paraskevas, have graced the pages of Dan's Papers for more than a decade photographed with Amy Patton.

2. Bob Gelber writes a Classic Car column for Dan's Papers. Here he's photographed in 1978 in front of part of his collection at his home in Remensenberg.

3. Helen Lee Schifter photographed at the Hamptons Classic Horse Show around 195. Helen edited a magazine for Dan's Papers in the early 1980's.

4. Dan's significant other Cat Squires at the event she co-ran at the Westhampton Beach Performing Arts Center.

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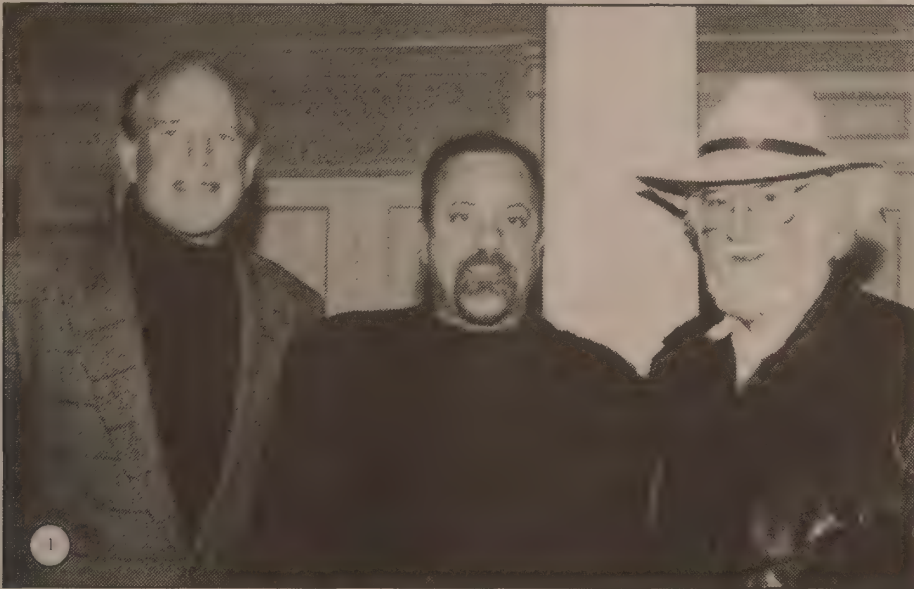
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1. Billy Joel and Dan Rattiner at Guild Hall around 1995.

2. Kelly and Calvin Klein, Eric Wald and his wife Susan, publishers of *The Waldo Tribune*, Wald wrote a kids column for *Dan's Papers* for several years before turning publisher.

4. Jack Lenor Larson again. Frazer Dougherty of LTV is on the left.



THE GREAT ANNIVERSARY COVER

Last week's July 4th cover reminded us once again of the many symbols that signify America's spirit: fireworks, the colors red, white and blue, and, naturally, the American flag.

While not as old as our country's independence, this week's cover celebrates another symbol long associated with America for the last 150 years: whiskey, particularly Jack Daniel's whiskey. Its history evokes American resourcefulness, steadfastness, and spirit. (Is this why whiskey is called spirits?)

If this sounds like a publicity pitch, consider that the Jack Daniel's Distillery in Lynchburg, Tennessee, is the oldest registered distillery in the United States and is on the National Register of Historic Places. That last fact alone gives the distillery a well-deserved credibility that goes beyond its commercial function. Simply put (and whether you're a whiskey fan or not), Jack Daniel's is a part of history.

If you're not a whiskey fan, however, you might not care to know much about the properties/ process of such an American institution. Even so, it's still interesting to acquire some knowledge, just as being acquainted with how champagne is made may come in handy one day.

While both bourbon and whiskey were produced in the hills of middle Tennessee and Kentucky by farmers who had corn, rye and barley malt at their disposal, there is a difference between the two spirits. Regarding Jack Daniel's whiskey, it's the charcoal-mellowing process that can be traced back to the 1800s which makes a difference. (The distilled whiskey is dropped into 10 feet of hard sugar maple.) The use of water that is free from iron and runs at 56 degrees F is another factor contributing to Jack Daniel's process.

Jack Daniel's fans also attribute its unique nature to the man who started the distillery, a real "character" who came to represent American ingenuity -- a man who ran away from home when he was only six years old and became a distiller when he was thirteen. (As luck would have it, the man young Jack lived with was a Lutheran minister, and ironically, a whiskey producer. The minister sold Jack the entire business when he decided to devote more time to spiritual matters.)

Known as an independant person (motivated, some say, by the fact that he was only five-feet-two inches tall), Jack sold his whiskey to both the Yankees and the Rebels during the Civil War. It was said to be "a daring stance that endeared him to both sides of the conflict," but from where we sit, it simply suggests that he was able to make more money this way.

It's apparent, therefore, that Jack was a good businessman, also holding on to his mellowing process when it was considered more expensive than other methods. Jack and his unorthodox ways prevailed. So does his whiskey.

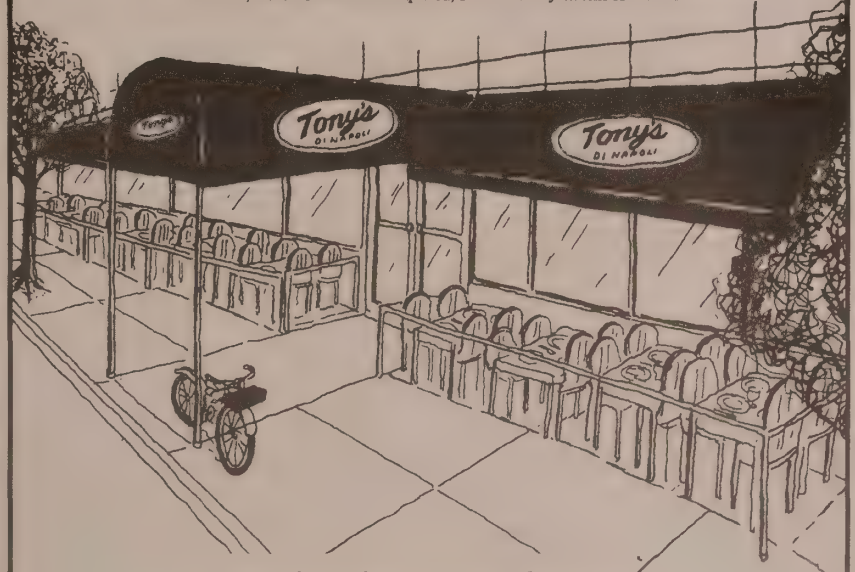
—Marion Wolberg Weiss

This week's cover shows various images over the years that have been used to promote Jack Daniel's Whiskey. One image is a new one and never used in an ad campaign. Can you find it?

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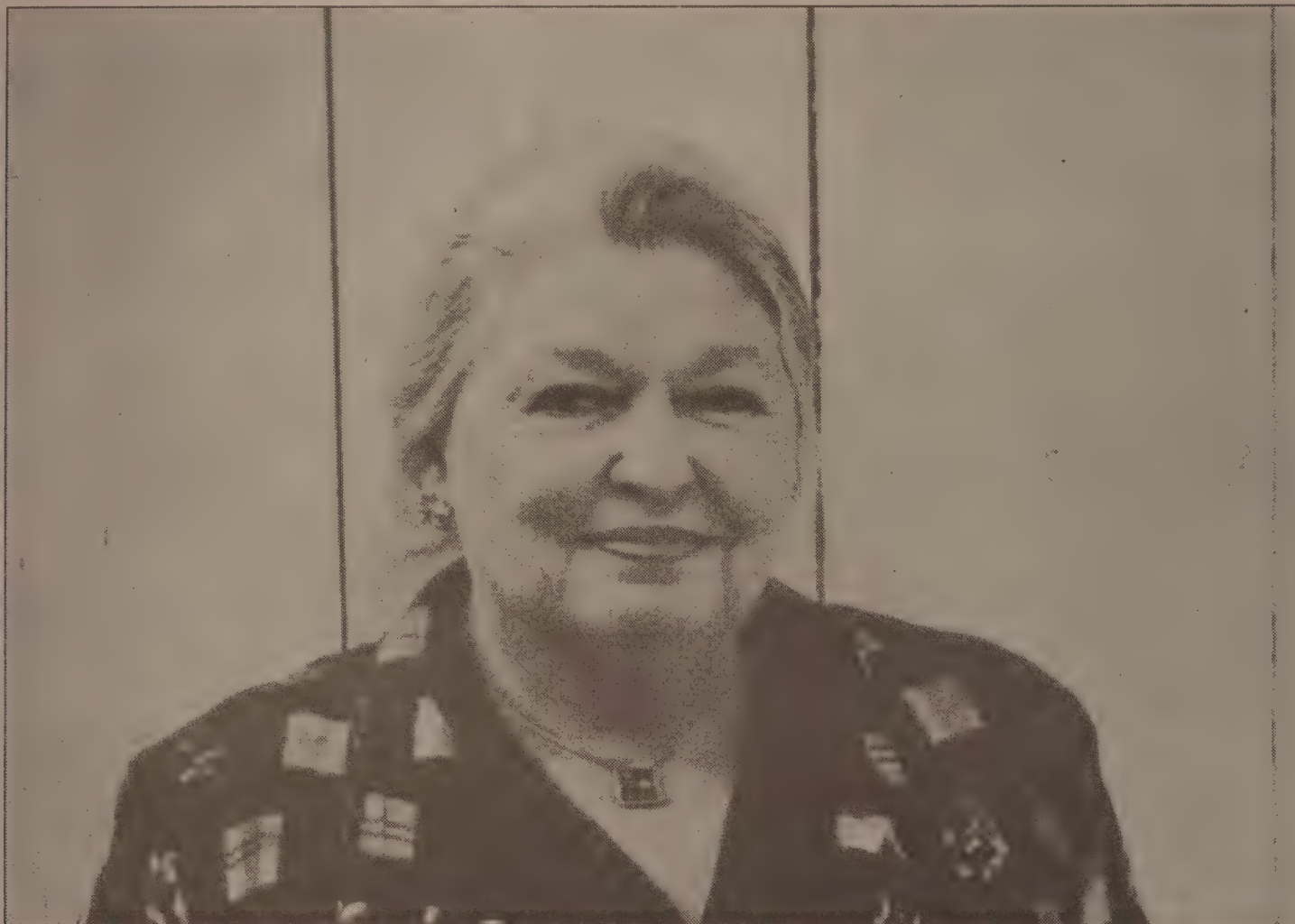
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92	Staraya Moskva Premium	Russia
91	Van Hoo Vodka	Belgium
91	Stolichnaya Vodka	Russia
90	Tanqueray Sterling Vodka	England
90	Rain 1995 Harvest Vodka	USA
89	Ketel One Vodka	Holland
88	Wyborowa Vodka	Poland
87	Kremlyovskaya Vodka	Russia
86	Finlandia Vodka of Finland	Finland
86	Alps French Vodka	France
85	Skyy Vodka	USA
82	Original Polish Vodka	Poland
82	Glenmore Special	USA
81	Fleischmann's Royal Vodka	USA
81	Mr. Boston Vodka	USA
80	Pole Star Vodka	Poland
80	Lukusowa Potato Vodka	Poland
80	Absolut Vodka	Sweden
78	Cardinal Vodka	Holland
78	Barton Vodka	USA
78	Barclay's Vodka	USA
78	Amazon Vodka	Brazil
76	Skol Vodka	USA
74	Smirnoff Vodka	USA
74	Crystal Palace Vodka	USA
74	Belvedere	Poland
72	Schenley	USA
69	Mr. Boston's Riva Vodka	USA

NOTE: THIS REPRESENTS A SAMPLING OF THE 80 VODKAS TESTED.
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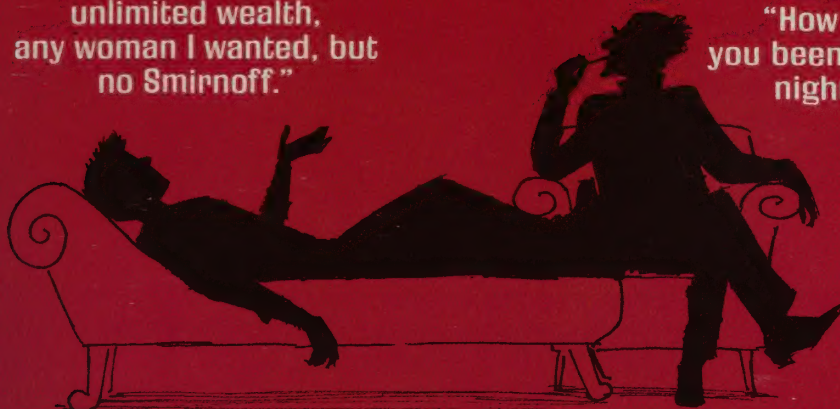
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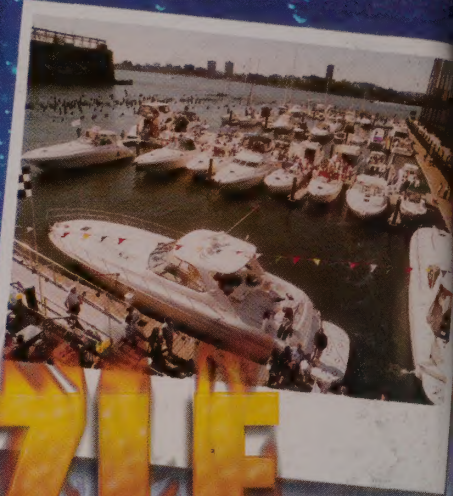
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